

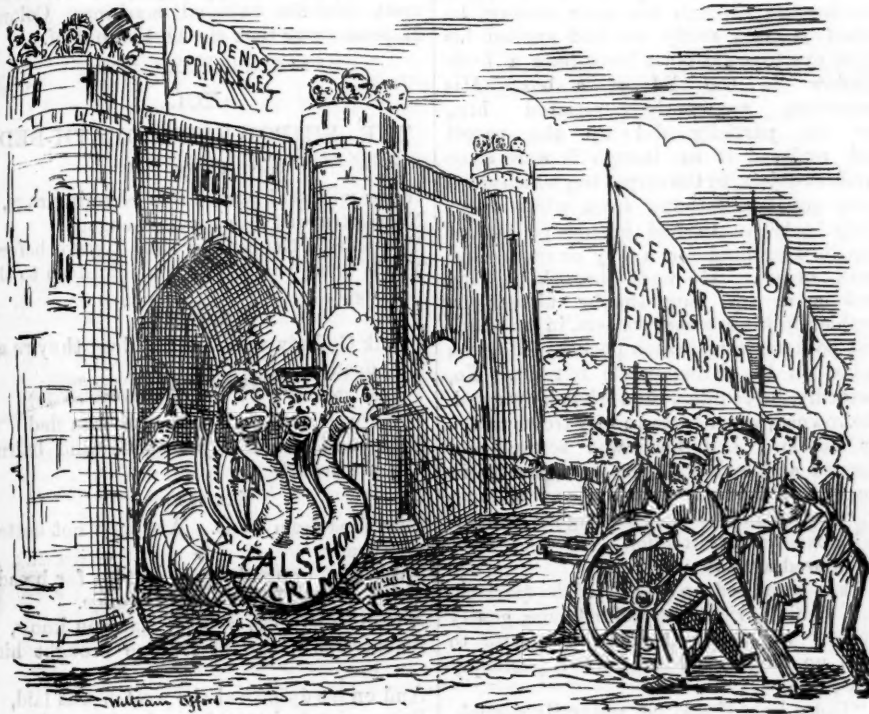
SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 16.—VOL. 2. [Registered at the General Post Office] SATURDAY, JULY 13, 1889. [For Transmission Abroad as a Newspaper.] PRICE ONE PENNY.

YARNS.—LXXXVIII.



THE WARNING OF '89.

(The Bastille fell July 14th, 1789.)

A hundred years ago it fell—
The Bastille Tower, so strong and hoary.
It was a fall as terrible
As any told in story.
For years the grim old pile had stood
Outfacing all men's higher teachings,
All their philosophies of good,
And fair fraternal preachings.
Symbolic of a lawless might,
And allegoric of oppression,
The grey round towers had laughed at right
Thro' age-long retrogression.
At last in Paris town there stirred
A longing for a law more equal.
A stammering poet* spoke the word,
And Man worked out the sequel.
Alack, though pure and high th' intent
Of those old French Republic-makers,
Their deeds were not more innocent
Than other idol-breakers'.
Whilst round about in all the lands
Fell thrones and privileges idle,
The Great Republic stained her hands
With life-blood fratricidal.
The laurelled cap she wore above
Her grand calm brow and billowy tresses
Was dyed in the strange crimson of
The blood of her excesses.

* Camille Desmoulins, on July 12th, 1789.

And at the last men said, "This state
We destined as our healths' restorer
Is narrower in her greed and hate
Than that which went before her!"

Now whilst we storm right valiantly
Our great Bastille both night and morning,
Let this sublime centenary
Come on us fraught with warning!

I trow it tells us to unlearn
The way of strifes and words unquiet;
I trow it tells us not to turn
Our triumph into riot.

Soon, very soon, the towers shall reel,
The monster-guarded towers shall tumble,
Soon, very soon, our grim Bastille,
In ruin dire shall crumble.

Then let us "build Jerusalem"
In England—in the world—my brothers,
Wisely and well, lest years condemn
Our movement even as others.

LXXXIX.

LIVERPOOL NURSERY FOR
SEAMEN,

AS WINKED AT BY THE BOARD OF TRADE.

Now listen, my mates, while a story I tell
Of Mike Scrimper, the boss of the Crimp
Hotel,

That stands in a lane away down by the
docks,
The refuge of loafers when high on the
rocks;
For of hope all bereft, and in misery sunk
Are the wretches who enter the den of the
skunk.
Yet still you must know that the Crimp
Hotel,
Tho' a low boarding-house, is a high school
as well
Where Mike, the professor of nautical skill,
His ragged recruits sets to with a will.
As soon's the new-flown gaol-birds he's
caught,
No rest he allows them until they are
taught
The way for to walk, and the fo'castle talk,
The crustiest Shellback to bilk and to baulk.
And all their acquirements to grace and adorn
Are crowned with a walk around a cow-
horn.
Now hold on a bit, and I'll shew right away
The part that this cowhorn's intended to play.
For Mike, you must know, tho' a rogue at
the best,
Is a wag in his way and is fond of a jest.
So once in the docks in the height of his
need,
He dropp'd on a horn of the true Spanish
breed;
Then the happy thought came, upon the spur
born,
"My lads now can swear they have rounded
the Horn."
So in his back yard the cowhorn now stands
With capstan and wreckage from many
strange lands,
Where his "scabs" you will find so busy
each morn,
Mike piloting all around the cowhorn.
For he you must know is an old tar himself,
Has voyaged to Cardiff, tho' now on the
shelf—
To give honour due, and be honest and
frank,
He was once cast ashore on the "Pilkington
bank,"*
Has reefed the foretopsail in many a squall,
On the storm-beaten coast of the Regent's
Canal.
With such an experience, how fitted is he
To train the gaol-sweepings right off for the
sea!
A.B.'s rigged out all complete and serene,
With new paper-collars, and kerchiefs so
clean.
Mike's V.G. discharges, to crown the bold
fraud,
If only old Neptune would smile and be glad,
But the old fellow knows well a tar from
a "scab,"
A true, honest man, from a vile dirty swab,

*The Pilkington bank is a danger to the Liver-
pool landing stage.

So gives a low growl, and to Boreas the tip
His merry nor'westers at once to let slip,
The rattling of cordage to rouse their alarms
And set them a-howling for dear mother's
arms,

Or pouring their blessing on Mike and his
horn,
Lamenting the hour and the day they were
born.

In gaol, or in workhouse again for to be,
Snug and safe from the dangers and toils of
the sea. D.C.

XC.

THE MAN WITH THE PARCEL.

I remember once getting into the train to go to Dover, where lived my sweetheart. I was particularly happy at the thought of seeing her, for my last voyage had been a long one—three years, and twice round the Horn during the course of it—and I was simply mad for the land and the sight of home and dear ones. I remember I got into a third-class carriage at Charing Cross. It was not a smoking carriage, but I didn't mind that one bit, for I chew a quid in preference to smoking a pipe, and, I take it, a quid can be furtively chewed even at the Queen's levee. Indeed, I am not so sure that lots of your bigwigs in cocked hats and knee breeches don't do so, when there's nothing much happening in the way of beer and skittles. They are human—aren't they? Well, to continue, I took out my quid and put it in my cheek, and fell into a brown study. There was no one else in the carriage, and I began to wonder why so few people travelled at night. Nobody got in at Waterloo, nor at Cannon-street, nor anywhere where the train stopped. At last I got quite creepy, for I'm awfully afraid of ghosts and the devil and all that, and I hate being all alone. Oh! I had a month of it once in an open boat in the Tropics, when my two mates had died of starvation and gone overboard to the sharks, and I tell you I don't want a repetition of the experiment. I shut my eyes, and sang a tune, and thought of my dear little Polly at the seaside. And then in the middle of a long, long tunnel, when water was dripping on the roof, and the confined air was racketting and roaring past the flying cars like a flight of howling hobgoblins, I suddenly opened my eyes and saw—well, I saw a sight which, from its utter unexpectedness, would make the most hardened rationalist in creation feel rather queer. There, at the further end of the seat opposite me, sat a figure—the figure of a man, nay, rather of a giant, for a longer, bonier, iller-looking kind of overgrown cut-throat, I think I had never before clapped eyes on. How he had got there the Lord alone knows. But the fact of his being there, the fact of his totally unexpected appearance in that empty carriage, in the middle of that interminable tunnel, was what well-nigh did for me. I am a tough son of Neptune, but I am not ashamed to say my heart began to beat like a sledge-hammer then, and I felt myself gasping for breath. The ruffian didn't seem to care for me one bit. He was busy over something, and when my senses grew cooler I saw it was a heavy revolver which he was loading with unpleasantly realistic cartridges. He held the muzzle straight in my direction, and from the clumsy way he jerked and bobbed the weapon about, I was in mortal dread of its going off and shooting me through the brain.

Some men would have yelled out, but something half like fear, half like curiosity, restrained me. I determined to watch the fellow for a bit, and I half shut my eyes and pretended, as best I might, to be slumbering heavily. In time my heart ceased to beat so rapidly; the revolver was lowered, and I even found myself attempting a very tolerable amateur snore. The revolver was carefully deposited on the seat, and a parcel, a small, squarish brown paper parcel, was taken out from the depths of a big carpet bag, which I now noticed was lying on the same side as I sat. The man very slowly and carefully opened first one covering and then another of those that were wrapped round the mysterious parcel, and then, when some half dozen were quite undone and were rustling in the breeze, which came through the open window, he raised it very softly up and applied his right eye to what must have been a little window in the lid of a box. His inspection apparently satisfied him, for he partially did up the parcel and replaced it as though it were some precious object, in the carpet bag which stood open not two fathoms from where I sat. Then he began to feel in his pockets as though searching for a key or some other small object. He went through the big pockets in his long shabby ulster; he fumbled in his breeches pockets, in his waistcoat pockets, in his watch pocket. He even looked in his foreign-made felt hat. No, decidedly, he couldn't find what he wanted. He frowned, and his face was an ugly frown to see, for his long evil face was scarred and wizened and looked all the more ghastly in the dim, slant light of the railway oil-lamp overhead. Still frowning, he coughed sharply and looked in my direction.

I snored again.

Then he moved up his side of the carriage, and coming right opposite to me, gently touched my knee. I thought it wise to sham no longer, and the following colloquy took place:

"Got a light?" said he, naturally enough.

"Sorry I h'aint," said I.

"I want to smoke," said he.

"Ah," said I.

"My luck's damnable," said he. "I never get what I want."

"Ah," said I.

"If I only had a cursed light I could do what I want to!" he snarled, half to himself.

"Ah!" said I again, feeling nervous and sarcastic both at once.

"I know what I'll do," he cried suddenly, and with that he almost leapt to the other end of the carriage, and snatching up the revolver put its muzzle into the mouth of the bag.

I heard the papers inside rustle. There was no time to lose. I am not a very big man, nor for the matter of that a particularly Herculean one, but dire necessity gave me strength and stature then.

I bounded after the ruffian, and in the twinkling of an eye was grappling desperately with the giant frame. Back on the seat we went—then down, thump, on the floor. "Crack, crack, crack," went the revolver barrels.

I felt a hand on my throat; I felt my last moment had come, but even as my senses were slipping away there was a grinding of wheels and jarring of brakes suddenly put on. The train came to a standstill. Lights flashed without, shouts were heard, and people burst into our compartment.

They took us to the next station under

escort, and I had considerable difficulty in proving my innocence, being a rough sort of chap and a sailor, of which class the police are willing to believe any sort of nonsense. However, I shewed my discharges and gave my references, amongst others the skipper of SEAFARING who, though some believe him to have horns on his head and eyes fore and aft, stood me and my Polly in right good stead then. The giant of course got his deserts, and I had the pleasure of travelling back to town with him next day, and lighting his pipe for him, as his handcuffed hands would not permit of his doing so for himself. How he came into that carriage in the tunnel, and whom he exactly wanted to injure I cannot tell you; but this I know, the brown paper parcel into which he was going to fire his revolver when I stopped him, was one of the most diabolic infernal machines Colonel Majendie ever took the bottom out of.

XCI.

THE SHIPOWNER'S DEATH-BED.

COOK.

If you will still pursue this rhyming rage,
No master will your services engage,
You scorn'd the counsel that I gave before,
You'll bring you're wife and children to the
door.

STEWARD.

Thank God my wife and children they're all
dead.

COOK.

Unnatural man; and is your reason fled,
That you thank God your wife and bairns
are dead?

STEWARD.

They died from want. Are they not better
dead,

Than beg, or steal, or prostitute for bread?
But I've had my revenge.

A base shipowner, well the man you know,
An adverse stroke of fortune brought him
low,

And on his dying bed the wretch was laid,
But ere he died he this confession made:

(The base Shipowner's dying confession.)

My wretched life it has been spent in vain,
And in pursuit of nought but cursed gold.
And if the precious coin I could obtain,
I cared not if to hell my soul I sold.

Each day my crimes they grew more black
and bold.

I starved my crews, and rotten ships
insur'd

For thrice their value. Well I knew the same
Could not endure the wintry storms that
roar'd

Around our coast; but 'twas a paying game.
The drowning shrieks that rose above the
main

I heeded not, those death shrieks were my
gain.

When broken-hearted widows sought my aid,
I turned them from my door those creatures
vile;

Small sums into their fund I yearly paid,
And oft I would at my deception smile;
Their sorrows added to my golden pile.

If one man had escaped a watery grave,
Alas, for me, I should have been undone;
When he in court had proved I was a knave,
That ship's insurance I should not have won.

Their loss it added to my golden store,
My darling gold, oh! how I long for more.

My wife who knew the secrets of my soul
Did not approve of my base wicked way,
But o'er my lust for gold she'd no control,
Her good advice I cruelly spurr'd away

And oft ill-used her both by night and day
Now she is dead, my only child has gone

And left me, and from virtue's path she's fled

A wretch with heart as hard as granite stone,
A heart from her base sire inherited.

When she begg'd my forgiveness I cried nay,
Then how can I for God's forgiveness pray?
My end draws near, each friend has left me now,

Those parasites who batter'd on my pay.
I feel the hand of death upon my brow
Yet none for me one single prayer will say
And my own prayers seem to be spurr'd away.

A greater wretch than I did never live,
A blacker rogue than I will never die—
Hell and damnation I shall sure receive.
Ah! what dark form is that now drawing nigh?

"Tis he, 'tis I," the devil did reply,
"With your accursed soul to hell I'll fly,
In everlasting flames you there shall dwell,
'Tis your reward, you made this earth a hell."

NEPTUNE.

(A member of the South Shields Branch.)

CORRESPONDENCE.

DEMAND AND CONCESSION.

To the Editor.

SIR,—I have recently observed in a late edition of your nautical organ that some shipowners are reported to have stigmatised seamen as "common labourers." I consider it is the duty of everyone that has the interests of a once-acknowledged brave and noble profession or occupation at heart to give as much publicity as possible to such an infamously-slandering report. Really honest and patriotic shipowners, I hope, will take the first opportunity of vindicating their good name, steadfastly refusing to associate with the authors of such slander against the very men whose perilous vocation has been the direct means of giving them the wealth, position, and ease which they so ungratefully enjoy. I respectfully desire to engage the attention of parents and guardians of young English lads who have a romantic inclination of adopting a seafaring life as their future and lifelong means of support to endeavour by every possible means to impress upon the minds of their children and charges the hardships of a sailor's life, the dangers which they have at all times to risk, the very small pay which they receive, the miserable fare and abominable treatment so common on board of "British" ships at present, and the still worse treatment and contempt they receive from a certain class of miserable, blood-sucking shipowners, who have been themselves the direct cause—by their mercenary, sordid actions—of reducing the standard and qualifications which were at one time considered necessary to constitute a claim to the name of being a sailor by importing foreigners into this country from Germany and other Continental countries, but especially from Germany. None from France, as "Jean" Crapaud is too honourable-minded a specimen of the human family to come over and supplant his friend and neighbour, the British seaman. The general run of Germans come over by reason of their poverty to get employment and make their fortune in this country, as this is their El Dorado. Unscrupulous German blacklegs and importers figure as seamen on board British ships, but their proper sphere is in a cobbler's or tailor's crib, in the Fatherland, instead of depriving our *bond fide* seamen of their only legitimate means of earning their livelihood. I maintain it is high time an inhibition was put upon any further importation from that quarter, as I consider we have already a surplus stock of "Breeding Burgers," both male and female, who have been, and are still, a burden to the British taxpayer; and unless we intend to let our country and her great possessions fall into the hands of foreigners, we will awake, awake out of our lethargic slumber, or soon we'll be awake by the thunder of our enemy's guns, as we have more to fear from that source than ever we need fear from the completion of the Channel Tunnel. But there are a great many unpatriotic individuals who are living in a state of indifferent apathy as to the necessity of endeavouring to maintain their country's national supremacy, and they don't care a brass farthing whether it is a German ensign or any other foreign ensign that flies from the Tower of London. They engage, and give every support they possibly can,

to all and every foreign cad they can possibly get to fill the place of their own countrymen.

Now, parents and guardians, would you consider you were doing your duty to your children if you did not give them an illustration of these few plain facts, and try to induce them to learn a trade on land. Never fall into the guilty error of binding your boys as apprentices to any one of those sordid, unpatriotic shipowners who are fast endeavouring to bring to our shores foreigners, who are no kind of seamen whatever, to compete against and supplant, and ultimately drive the legitimate sons of the land into either the workhouse, lunatic asylum, or the prison. Parents beware of falling into the miserable mistake of thinking, when you are sending your sons away to sea as apprentices in some fine ship belonging to some large and influential shipping company, that they are certain to succeed in their profession and finally become master of some fine ship. Just bear in mind that the masters and officers are far in excess of the demand, and your sons will find out, when it is too late, that they have served the best part of their life to be stigmatised as "common labourers" by those very men they have reason to expect some consideration from for their past services, and a guarantee to be preferred before foreigners.

Let justice to her seamen be
Great Britain's noble aim;
'Tis to her toilers on the sea
She owes her well-won fame.

Now, gentlemen, and brother Unionists, it is a well-known fact that the capitalists' newspapers are trying all they possibly can to undermine our justly-famed combination by giving publicity to a great deal of unfounded rumours, as there are some of them beginning to veer around on our side. I warn you against falling a victim to their deep-laid schemes, as it does not require a great deal of penetration to see through their machinations. They are only trying a little flattery to see how it fits, so as to form an opinion whether they will be enabled to work upon your feelings and engage your assistance for their own particular political purposes. But hold aloof from them; let them learn that you are on the right course, they on the wrong.

Although I am no particular friend of the ship-owning fraternity, yet in my humble opinion, as we are demanding a better rate of wage, they have a justly-equal method of retaliating, by demanding that they will be supplied with *bond fide* seamen. Now it is a fraud to enrol any one an able seaman in the Union who has not served two or more years in a sailing vessel. Whether he has been four or more years in steamboats he is not a fully qualified man, nor yet is he capable of undertaking to perform the duties of the general work which would be expected of him on board a sailing ship. Therefore, he is a fraud upon the Union, and its *bond fide* members, and any branch secretary who enrolls such men as able seamen is also committing a fraud upon the Union, and is liable to expulsion for ever from the Union and its benefits, and justly so. As the shipowners are our employers they have a right to demand, and we have a right to concede to them the privilege of nominating a fully-qualified and perfectly-competent and conscientious man to hold the position of boatswain or examining officer in each shipping port where there is a branch of the Union, the payment of such an official to be divided equally between the local shipowners and the local branch of the Union, either side paying half; the person nominated to discharge his duties without fear or favour to anyone, and to be liable to receive the censure of either the Union, shipmaster, or shipowner, if he failed in any one instance to act honourably between employer, master, or man; the first offence to be punished by a fine, the second offence to merit dismissal, and a forfeiture of any or every benefit of the Union. The examiners in seamanship in every case, when he considered that any member of the Union he examined, although not qualified to pass as an able seaman, yet if he considered he was worth recommending as such, if he had the requisite servitude necessary, should make that statement on the member's subscription card, or by some other method which may be determined hereafter. Next we should demand to be fairly represented on every local marine board, so that we would be enabled to checkmate every malicious design. Arbitration to be settled amicably between the representatives of the Union and the shipowners' representatives. Due regard to justice and equity, in every case to be taken into consideration, the representatives of the seamen's Union to be seamen or seagoing firemen, the Union's representatives to supply a daily re-

port of all ships or steamboats carrying scab sailors or firemen, Union men to boycott all scab shipowners, ships carrying scab crew to be reported in the local newspapers to make the underwriters aware of the fact, so that they can raise their insurance.

But I hope every genuine British shipowner will concede that our demands are just, and in keeping with this progressive age.

WILLIAM A. URIE,

Cardiff.

OWNERS AND THE UNION.

To the Editor.

DEAR SIR,—Would you allow me smallspace in your valuable little craft to publish a letter that would not, of course, be accepted in the Press here, because it is a contradiction to a statement made in an evening paper here, dated June 26, and which has since tended to lessen the sympathy and confidence of the public and trades unionists of Edinburgh, Leith, and surrounding districts towards the seamen and firemen at present engaged in a fair fight for liberty to combine? My colleague, Mr. Walter Scott, and myself, who represent the seamen and firemen of Edinburgh and Leith at the Edinburgh Trades' Council, attended a meeting of the council on June 25 and reported that the strike had been settled regarding the wages question, but that the owners were determined to crush the Union (which I am prepared to prove, as they have told the men that, until they give up their Union and destroy their books they would not get employment). The author of the paragraph in the evening paper published, or caused to be published, on the date mentioned, that it was reported at the Trades' Council last night that the owners were determined to crush the Union. So far as his information went (he said) they wanted to do nothing of the sort, but that they intended to crush the tyrannical rule of the Union, which provided that unless a seaman was a member of the Union he would not be allowed to work on board of any vessel. Now, sir, I would like to let the public understand, as you also are aware, that there is no such rule in our Union. So his information is entirely wrong, and if a man will not join of his own accord, then we do not try to force him to do so, neither do we prohibit any member from going along with a non-unionist. Far from that, we rather would have a Union man there to shew these men that they ought to be united in the bonds of brotherhood. Now, in reference to the crushing of the Union, I will leave it for the public to judge for themselves if this is not a determined step on the part of the shipowners to crush the Union. In order to test the accuracy of the statement a deputation of seamen waited on some of the leading shipowners on Thursday, June 27, and, on behalf of the seamen and fireman of Leith, asked the representatives of the different firms if it was the case that the members of the Union would be required to destroy their books and disown the Union before they would get employment. The reply was in most of the firms: "We are determined not to engage a member of the Union," and in one instance they went so far as to take the names of the seamen who waited on them, and offered them a job at the first opportunity on condition that they would have to give up the Union. Now, sir, I would like to ask what harm poor Jack has done that he is not to be allowed to work until he sells his liberty, denounces his Union, and submits to be denied his right to combine? And, seeing that the shipowners have just formed an association to protect their interests and to guard them from attacks made upon them, such as has been done by the Seamen and Firemen's Union, I would like to ask why Jack has not the liberty to combine in a Union which is determined to protect the interests of the poor, neglected sailor and fireman, and which, in a very short period, will be a boon not only to the seamen and firemen, but to the shipowner, master, and officers of the merchant service, and will guarantee every seaman to be a competent man, which is most necessary, especially in the time of danger.—I am, sir, yours, &c.,

ROBERT SMITH,
Secretary National Amalgamated
Sailors and Firemen's Union,
Leith Branch.

54, Bernard-street, Leith,
July 8, 1889.

(For further Correspondence see page 5.)

THE *Tagus*, of Newcastle, has arrived in Leith Roads, from Bona, with the chief engineer suffering from smallpox.

MAKERS OF THE UNION.

PART XVI.

This week we are able to give some account of two more of the leading workers for the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland.



MR. W. M. MAXWELL.

Mr. W. M. Maxwell, as assistant to the General Secretary of the National Amalgamated Sailors' and Firemen's Union, occupies an important position. But it is not so much for his secretarial labours, honourable as they are, as for his powers as a poet that we honour the subject of this sketch. All seamen by the very fact of being trained in a romantic calling are poets *in posse*, but not so very many can boast of being poets *in esse*. To be an actual rather than a virtual singer of sweet songs, a man must have gone through a pretty severe literary training. And this Mr. Maxwell has done, for like his illustrious prototype, Adam Lindsey Gordon, the Australian poet, he began life with a gold spoon in his mouth, was educated to a learned profession, and only took to following the sea when fickle fortune ceased to smile on him and his.

Like the Colonial poet just mentioned, and indeed, like many of those whose lives have been briefly recorded in these columns, Mr. Maxwell is of Scottish descent. He was born in the year 1840 in the West Indies, where his father owned large sugar and coffee estates. As became his position he received a liberal education, and was intended for one of the learned professions. But the death of his father, when he was only 16 years of age, compelled him to change his plans altogether; and, instead of continuing his studies, he left school, and determined to work his way to the Australian goldfields. From the West Indies he went to New Fort, and shipped as ordinary seaman in a vessel sailing for Australia, where he arrived in the year 1857, and at once proceeded to the Ballarat goldfields. He was fairly successful at the diggings, where he toiled for nearly two years, and went through all the hardships and ups-and-downs inseparable from the life of a gold seeker. At length he determined to leave the diggings and turn his attention to business pursuits. He did so, and for several years was clerk and accountant in a wholesale grocery establishment.

In 1868, when the New Zealand war broke out, his keen love of adventure induced him to proceed to that country and enlist as a full private in the Armed Constabulary, in which capacity he gallantly fought throughout the whole of the Te Kooti campaign. When peace was restored he obtained his discharge and once more engaged in business pursuits. But being of a restless disposition, with an insatiable desire for travel, he once more took to sea and made a voyage to the Cape of Good Hope, intending to visit the diamond fields of Africa. He changed his mind, however, on arrival at Cape Town, and proceeded to India. From

India he returned to New Zealand, thence again to Australia, and from Australia to France and England, sometimes travelling as a seaman and at other times paying his passage according as circumstances would permit. During his many and long travels Mr. Maxwell saw enough of the treatment of sailors to vividly enlist his sympathy on their behalf, and he bravely determined, should opportunity offer, to devote some years of his life in endeavouring to better their condition. On arrival in Sunderland, last October, he was fortunate enough to fall in with the energetic and far-seeing General Secretary of the National Amalgamated Sailors' and Firemen's Union, and immediately offered his services to that gentleman. They were accepted under certain conditions, and for five or six months Mr. Maxwell, very much to his credit, laboured for the Union without pay or reward of any kind, but merely for his board and lodging, the cost of which was defrayed by the General Secretary out of his own private purse. On the 1st April, 1889, Mr. Maxwell was appointed by the Executive Committee assistant to the General Secretary, and in that capacity he has since energetically laboured for the Union. Mr. Maxwell tells us that he will probably be an old bachelor to the end of his days. We confess we do not see why he should. Besides being a sailor, our friend is a poet, and both callings are dear to the fair sex. With regard to the poetry, there lies on our desk as we write a modest little brochure, containing poems "written at sea" by Mr. Maxwell. We would fain print them all, especially one with the beautiful refrain, "Love is love for evermore," but we must content ourselves with an extract from his "Ode to Samuel Plimsoll, Esq., the Sailors' Friend and Benefactor."

Since Phenicians first began
To sail across the deep,
The hardy sailor's wife and bairn
Have had great cause to weep.
A dull and weary time they've had,
An age of grief and woe,
A martyrdom, alas! too sad,
For mortals here below.
At length arose, to face their foes,
A man of "muckle" might.
Who deftly, bravely, dealt the blows
And waged a gallant fight.
He has achieved a noble deed,
All honour to his name!
He, too, has sown the fruitful seed,
And added to his fame.
Then glory, honour, and renown,
Be his for evermore!
May he obtain the victor's crown
And reach that happy shore,
With those whose noble deeds in life
Entitle them to rest—
Free from anguish, free from strife—
Calmly on the Saviour's breast.



MR. F. W. YOUNG.

Mr. Frederick William Young, Secretary for the Humber District, was born at Hull in August, 1849. He is scarcely a Yorkshire-

man, however, in any sense of the word, having been brought up throughout at Grimsby. Among the fishing boats and nets of that thriving port, Mr. Young very early developed seagoing proclivities. At the tender age of eight years the plucky little chap stowed away aboard a fishing smack on which an elder brother was apprenticed. His juvenile ruse was, however, at once discovered, and he was ignominiously put ashore on the dockhead and left to find his way home forthwith. Nothing daunted by this rebuff the boy in the course of the next few years found his way to London and succeeded in obtaining a berth as boy aboard a large brig, the *Jumna*, which had formerly been a sixteen-gunner and a sister craft to the ill-fated *Nerbudda*, built at Bombay for the Home Government on the late Admiral Symond's plan—a plan, be it said, which in more cases than that of the *Eurydice* seemed fated to ensure disaster. Nevertheless, despite her sisterhood, the *Jumna* completed her voyage in safety, reaching the port of Bussorah (the Balsora of the "Arabian Nights" Entertainments), and thence sailing to Mauritius and back again to London. After this first voyage Mr. Young passed several years in the coasting trade, and, as became a Grimsby man, in the North Sea Fishery. Amongst other adventures or near shaves undergone at this time, he had a narrow escape from a coffin ship in which he shipped at Leith. The vessel was ostensibly bound for Charlestown, in South Carolina, but in her passage down the North Sea her cranky hull, providentially for those aboard of her, struck on Sherringham Shoal on the Norfolk coast, a misadventure which caused her captain to have her towed into Yarmouth, where she was very justly condemned. Subsequently to this merciful deliverance, our hero made several voyages to the Mediterranean and Black Sea in the well-known Shoreham brigs and barques which have since been entirely superseded in that trade by steamers. In April, 1869, Mr. Young shipped for Sydney in the Aberdeen clipper ship *Thyatira*. Leaving her in the Australian port he joined the Melbourne ship *Racer*, and in her made a voyage to New Zealand, the South Sea Islands, and thence back to London.

It was in the summer of 1870 that Mr. Young underwent one of those experiences which set all thoughtful men wondering whether civilisation and the Nineteenth Century are not, as pessimists assure us, the emptiest names in our vocabulary. Being in an uncomfortable ship in Alexandria our hero, in company with two other shipmates, quietly slipped into the bumboat alongside and as quietly went ashore. Within an hour, however, the adventurous trio were arrested and placed in durance vile. A trial was gone through before the English judge there, but on all three refusing to rejoin their ship they were sentenced to six weeks' imprisonment, such an imprisonment as we verily believe has not fallen to the lot of British seamen since good old Hackluyt's day. The English prison being "full inside," three weeks were first of all passed in the Italian prison, which, we imagine, is a good deal worse than our own. At the expiration of this period the Italian authorities, too, began to suffer from an excess of applicants for the life of bondage. They wanted room, and in order to make it they shipped off the three "deserters" to the Turkish Arsenal, of all dreary places, and placed them, English citizens and comparatively slight offenders as they were, in the Mahommedan chain-gang! Here the prisoners were chained in twos, the chains being rivetted to the right leg of each. Mr. Young and his mate were fortunately chained together, but the odd man out was rivetted to an Arab. Christian and Mahommedan, English freeman and Turkish barbarian, were thus chained together under an African sun during three long weeks of insufferable bondage! Truly a charming spectacle that—even for the eyes of the biggest Turkophil in existence! In all probability, as Mr. Young points out, no other British seaman of modern times has to thank a British Consul for anything quite as atrocious.

After this truly Elizabethan experience came more voyages both in steamers and sailing ships to the Brazils, and to the Mediterranean and

Black Sea Ports. Since 1874 Mr. Young has been more or less employed both as a seaman and officer aboard the Manchester, Sheffield, and Lincolnshire Railway Company's steamers to Hamburg, Rotterdam, and Antwerp. Failing health, however, compelled him to relinquish his employment aboard ship in the spring of 1888. Having partially recovered his health in the present year, he was on the formation of the Grimsby branch of the Union, unanimously elected its first Secretary. This honourable position he has filled with the utmost energy and success. Grimsby is not quite like other ports. It represents the fishery interests, and consequently the Secretary there is not dealing with seamen's grievances pure and simple. But he is dealing with grievances quite as serious as those complained of in the fore-castle, and will doubtless, by the enrollment of the Grimsby fishermen, soon achieve a most important and permanent success—a success, moreover, which will render his branch one of the most powerful in the Union. Meanwhile he has been appointed secretary for the Humber district.

CORRESPONDENCE.

(Continued from page 3.)

THE ABBOT AT SEA.

(A forgotten Ingoldsby Legend.)

The Abbot sat there
In a golden chair,
On the top of the Union mast;
And he said to the prior,
I'll go much higher,
When this SEAFARING'S done and past.

Oh would from the sky,
Which seems so nigh,
They would throw me down a rope;
I'd fly like a kite
To the highest height,
For an abbot may be a pope.

They can't hurt me
At the top of the tree,
For a miracle I'll perform;
Sir Prior be quick
And bring me a brick
To dash in the teeth of the storm.

But, alas, at sea
No bricks had he,
Though the prior used his utmost speed;
To the saints he pray'd
That a brick might be made;
But the saints did not seem to heed.

Then he pulled out the fid,
This old prior did.
And down went the abbot and chair:
And the prior went quick,
And stuck up a stick—
To shew the diver where.

For a bad half-crown
A diver went down,
And he found the golden chair.
And he sought around
On the shrimp-strewn ground,
But the abbot was—where, oh where?

The old prior said—
As he scratched his head
And put on an extra frown—
He was always for going up, up, up;
Now he'll always go down, down, down.

SQUEEGEE.

THE SYSTEM OF "CRIMPING."

To the Editor.

DEAR SIR,—Having seen several reports relating to the shipping of incompetent seamen supplied by a certain class of the Liverpool boarding masters, on board of the various steamers engaged in the passenger trade during the recent agitation, I beg leave as a British seaman to make a few remarks concerning the dens kept by these persons. I do not wish to mislead the public by contending that *all* the boarding-houses in Liverpool are of the description I am going to give. There are two classes, viz., the *bond-fide* boarding-house and the *bond-fide* crimping-den, and it is of the latter class I am about to treat. I may state that the crimping dens in question are notorious as the last resorts of tramps and loafers. No *bond-fide* seaman, unless in the most dire distress, would ever dream of entering their doors, as the *modus operandi* of their proprietors is too well known by the seafaring community. To give the public an instance of the extortion practised by these miscreants who

have been supplying incompetent seamen, or "scabs" as we term them, I may state that the seaman generally gets an advance of either half a month or a whole month's wages. This is to enable him to pay his board and provide himself with an outfit, but the crimp generally undertakes to perform this duty for the so-called seaman, not, however, for the advantage of the man himself, but simply to defraud him to the utmost extent. I have sailed in vessels where "substitutes" have been provided by these crimps, and had the opportunity of witnessing the quality of their outfits, which consisted of a second-hand straw bed, an old suit of oilskins, and a few verminous rags to fill up the bag which the wretched "scab" had to carry himself under the surveillance of the "crimp's" trusty lieutenant, the runner, to attend the docks at tide time with the expectation of having to take what is commonly termed "a pier-head jump" in place of a competent seaman. After the board, lodging, and outfit of this unfortunate creature is settled, he is supposed to receive the balance of his advance. Does he receive it? I am sorry to state he does not. The whole value of a month's earnings, minus a few days' board and the splendid outfit which I have depicted, goes into the pocket of the crimp to assist in paying tips to the minor officials of the Board of Trade engaged at the docks, who are "supposed" to see that the full complement of "efficient" men are on board at the departure of every vessel. These crimps are denounced by the Board of Trade, who glory in publishing, at the various shipping offices in the United Kingdom, the punishments meted out to them for their numerous delinquencies against the Merchant Shipping Act, but who, nevertheless "aid and abet" them in their nefarious schemes against the interests of the British seaman when the pecuniary interest of the shipowner is at stake. At Cardiff, on the 4th inst., a mere boy was brought down to the docks by his boarding master and put aboard of the steamship *Richmond* in the place of an able seaman. Although there were no able seamen on the quay at the time, there were over 100 competent men in search of employment almost within hail at the shipping office. The engagement of this youth was sanctioned by an official of the Board of Trade. As the law stands at present it is a question of quantity and not quality, as it should be, in the manning of our mercantile navy. Owing to the stringent regulations of the National Amalgamated Seamen and Firemen's none but competent men can possibly join, and if the support it so richly deserves was given, shipping would be efficiently manned, and "crimping" with its attendant evils would eventually disappear.—Trusting I am not intruding by monopolising too much of your valuable space, I remain, yours in unity,

JAMES HARRISON,
O.D., Cardiff Branch.

July 8, 1889.

A SAILOR'S LETTER TO SAILORS.

To the Editor.

DEAR SIR,—Men who are filled with dead knowledge, who have become inflated with ambition, and have lost their mental equilibrium are now trying to pull down an edifice which they were not capable of raising. Brought from the ordinary sphere of life, they no longer count themselves mortal, but must be looked upon as demigods. Their skulls seem to have undergone a phrenological examination, that the only organ capable of development is the one destructiveness. For they are now trying to form a pandemonium among themselves to bring the Union to chaos. They are looking forward to a world which is beyond their sphere of action, Abbott thinking to himself how he may perform the feats of the dragon who flung his tail across the sky that the stars of Heaven might fall, and through such wonderful feats turning the hearts of men so as to become the master of the Union. How shallow is his mind whose mental capacity extends no further than the heat from his own kitchen fire. Unable to raise anything of his own that he might glory in himself, as being an originator, seamen look not to those whose aspiration is only for themselves, but have men possessed of self-denial, who are ready and willing to make a sacrifice for the good cause, *sic vos non vobis*. Abbott inflamed with ambition will have the pleasure of standing on one side of Satan to hear his address to the sun, shewing how he fell from his first estate. There are some of his associates who have already pronounced their own sentence when they have placarded up such words. May a vulture's beak cut at your conscience till you become loyal to

your fellowmen. What does he know about conscience who looks upon it as a frenzy of the brain, stimulated with sensitiveness? Seamen away with such, look to our leader, who has set aside all that is near and dear to him that the Union should flourish. The man of inspiration, the bright and morning star of our emancipation. Our Union has not come fully into existence. This great gathering of seamen is only the originator of a great and glorious Union which shall be, and will last till the end of time. It will not have its origin in man nor yet in the power of nations, but will be given from heaven itself. Seamen despair not in the dark hours of our struggle, for that is the time that our hands will grasp the diadem of victory. Let us stand true, no matter who may forsake, we can say fearlessly that we are the Union men. Be not led away by individuals who have been placed in trust, who have betrayed their responsibilities, seeking to destroy everything for their own ends. Let us all unite for our general and the good cause of the Union men. Abbott, who has jeopardised the rights of 80,000 men to satisfy his ambition, acting like Rochefort to destroy a nation for the sake of raising himself and a party which, if it had come into existence would have proved a curse to mankind. Seamen arouse from your contamination and let us build, one with another, an heritage that we can hand down to our children that they will be able to say "bred and born in such a noble institution we shall ever glory in the name of the Union and immortalise the name of its founder." *Ex uno disce omnes.*—Yours, &c.,
GEORGE WILSON.

SEAMEN AND OVERTIME.

To the Editor.

SIR,—I am one that hopes to see our Unionism flourish. Never had seamen and firemen the same opportunity to embrace. Any person with one spark of manhood will take more interest in his duty aboard ship than of late years. Besides, any good owners who have granted the little advance, will surely acknowledge that. I think it quite natural to think so, thanks to our noble leader, Mr. Wilson, for stirring them up. The firm I sail in is one of the number that have given its sailors, firemen, and labourers all an advance. I wish we had Mr. Wilson in Belfast for a day or so. I believe we would then have more members and less blacklegs; but he is fighting a hard battle in Liverpool. Thanks to our little craft SEAFARING, which tells no lies, the public and our brother trades unionists know a little about us. If they only work two hours after half-past 5 o'clock they are paid a quarter-day. The other Saturday evening a friend says to me: "You're going now to sail all day to-morrow, and no overtime." He was surprised.—Yours in unity,
Newport, July 8, 1889.
J. M. C.
Belfast Branch.

RELIGION AND THE UNION.

To the Editor.

SIR,—It has come to the time now that seamen will have to be looked after in their spiritual welfare and join that Union of Glory which no man should neglect, and look forward to the time when the British seamen will be a credit to all nations; and if we only get our seamen to keep on the right course, we can still hold out against strong opposition. Now I am glad to say we are taking a step in the right direction in the little port of South Shields. There are services held every Sunday at 3 and 6 p.m. So now you can join the Heavenly or National Union in the same hall.

G. COWIE.

South Shields, July 9th, 1889.

BRISTOL PILOTS AND BARRY DOCKS.

To the Editor.

DEAR SIR,—My attention has been called to a paragraph on page 10 of your issue of last week, wherein you state that the pilots of Bristol, as well as the merchants, have opposed most strenuously the Barry Dock Bill. The word Bristol, I think, is a mistake for Cardiff, and should have been so inserted. Perhaps you will correct in your next issue, as I am quite unaware of the opposition to which you refer to in the paragraph.—Yours truly,

THOMAS G. ELLIS,
Secretary Bristol Pilots Association.
Pill, Bristol, 9th July, 1889.
(For further Correspondence see page 7.)

THE Kingston-upon-Hull Docks Bill was read a second time in the House of Commons last Monday.

IN THE DOG WATCH.

SHIPOWNERS and others who are fond of denouncing with much virtuous indignation the crimping that goes on at San Francisco, would do well to read, mark, learn, and inwardly digest Mr. Harrison's letter, which we publish in another column, on crimping in British ports.

Having digested that communication, persons who would like to see the system of crimping put down could not do better than unite with us in calling for more activity on the part of the Board of Trade in the matter and less apathy on the part of seafaring men themselves.

To complain of the manner in which crimping is winked at by the authorities and even assisted by some of the subordinate officials of the Board of Trade, is very necessary, and very proper. But it is not enough.

What is wanted is public exposure of every case of crimping that comes under the notice of seafaring folk and their friends. Mere growling will do no good—so long as growling is only confined to the fore-castle, the public-house, or places where a few seafaring men are gathered together. Let the growling be public—in the columns of SEAFARING for instance; or let each man resolve to report to the nearest branch of the Sailors' and Firemen's Union every case of crimping that he hears of, and the Board of Trade will have to take action.

To assume that because some official is implicated, the Board of Trade will not act in such a case, is a mistake. Once the case has been exposed, the Board of Trade, however anxious to shield its officials, cannot well refuse inquiry, and inquiry is all that is needed when there is guilt.

The Admiral's grand-daughter, whose verses, in reply to "A Common Sailor" brought a reply (which we published) from a sailor then in a distant port, writes to say that she was greatly pleased by those verses, but not being at present in a rhyming mood, she cannot now send us anything more on the subject.

Several correspondents write to us asking information regarding a *fete* which is to be given at Netley Abbey to the members of the Ship Masters' and Certificated Officers' Union. In reply we confess that we know absolutely nothing whatever about the matter, but that Captain Nash, 70, High-street, Southampton, evidently does, and we can only refer to him persons who desire information on the subject. As for the correspondent who requests us to pay his fare to Netley Abbey from the North of England, we quite appreciate his implied compliment that SEAFARING is rich enough to pay for anything and everything, but we do not at present see our way to oblige him.

SEAFARING is to be represented in Paris on the occasion of the celebration of that red mark in the French Revolution, the Fall of the Bastille. Our assistant editor, Mr. Victor Plarr, B.A., of Worcester College, Oxford, who talks French like a native, and is master of many other tongues—besides of an able pen which he wields not only in SEAFARING, but in one of the leading London daily papers—will be quite

at home in Paris. Much of the best literary work in SEAFARING has come from his pen, and our readers will, we think, join us in wishing him a "good time," as the Americans would say.

Leith shipowners seem to be terribly afraid of the Union, and bent upon crushing it, judging from the letter by the branch secretary at that port which we print in another column. While these gentry think it right and proper that they should combine to protect their own interests, they—or some of them—hold it quite wrong that sailors and firemen should also combine for the same purpose. All this is very foolish as well as illogical, on the part of respectable men. A respectable shipowner should prefer a competent crew to an incompetent one. One of the main objects of the Union is to take care that all men who go to sea shall be competent. Respectable shipowners should therefore regard the Union—and the more sensible shipowners greatly do—as a friend rather than a foe. It is the shipowners who send ships to sea for the purpose of losing them that need fear the Union. These are the only shipowners whose interest it is to have incompetent men. The public sees this. Respectable men had, therefore, better beware how they attack the Union lest the public class them with the shipowners who desire to lose their ships. Once the public do that, trade, especially the passenger trade, will go to other firms.

The modern steamer has already little enough in the shape of masts, but still engineers are not satisfied. A writer in the *New York Engineer* says:—

Before another decade shall have passed away we shall see a fleet of American steamships without masts crossing the Atlantic. This can be accomplished by twin screws and rolling chambers similar to those now in use on the *City of Paris*. These chambers are two iron tanks in the hold, filled with over 100 tons of water. The connection amidships between the two tanks is on the same principle as an hour-glass. When the ship rolls to starboard the water is on the port side, and *vice versa*. The only objection raised by the Board of Trade to doing away with masts was that the fore and aft canvas always helped to steady the vessel, and without masts the vessel would roll over for the want of trysails. By the adoption of these new anti-rolling tanks the above objection to a mastless steamer is removed; and I should think shipowners would soon see that an army of deckhands and sailors can be dispensed with by the first ship that abandons "top hamper." An increased speed of at least one knot an hour will be the result of the new departure.

Captain Watkins, of the *City of Paris*, shares this view. According to the *Marine Journal* he holds that:—

"Fore and aft canvas is of no assistance to a fast steamer, not even for steadying purposes. Instead of increasing the speed, he says, the spars and sails frequently retard them as much as a mile an hour. Within a few years he expects to note the absence of both canvas and spars from all the ocean fliers."

But suppose the turnscrows and rolling chambers get out of order?

Here are some true and terse lines by a working man which have not before appeared in print:—

While looking round, it does not take us long To see in others what we deem is wrong;

And, judging with a scanty store of wit, We scorn the act, but many a worse commit.

These lines may be commended to the attention of some of our critics.

COMMUNICATIONS between the United States and the British Government have resulted in an understanding which will avoid threatened collision in the Behring Sea in the seal fishing season, which has just commenced.

PASSED EXAMINATIONS.

Week ending July 6, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Fox, Vincent	Ex. C	London
Thomas, David	2 M	London
Owens, David Owen	2 M	London
Belson, S. H.	2 M	London
Osborne, Wm. Thos.	2 M	London
Wetjen, Wm. Geo.	2 M	London
Scott, Jas. Hy.	2 M	London
French, E. M.	2 M	London
Gent, Saml.	2 M	London
Fairbank, Geo. R.	2 M	London
Hart, Chas. F.	O C	London
Marsh, Leonard M.	O C	London
Waymouth, Wm. F. S.	1 M	London
Sherlock, George B.	Master ss.	London
O'Connell, Wm. Hy.	O C	London
Parsons, Cuthbert G.	O C	London
Stott, Edwin	O C	London
Mullins, Harry S.	1 M	London
Longden, Chas. Robt.	1 M	London
Frost, Walter E.	O C	London
Harrold, Fredk. R.	1 M	London
Finlinson, E. J.	1 M	London
Addenbrooke, Jno. H.	1 M	London
Wood, Thos.	Master of his own yacht	London
O'Farrell, W. J. E.	Steam	London
Dixon, Edwin	2 M	Liverpool
Jones, Richd. O.	2 M	Liverpool
Cumming, Andrew	2 M	Liverpool
Baillif, Jno.	2 M	Liverpool
Roberts, Jno.	2 M	Liverpool
Hales, Wm. Hy.	2 M	Liverpool
Oak, Edwd. A.	2 M	Liverpool
Boylan, Jno. J.	1 M	Liverpool
Whelan, A. J.	1 M	Liverpool
Armstrong, W. A.	1 M	Liverpool
Hart, Frank	1 M	Liverpool
Whitney, Wm.	1 M	Liverpool
Gimney, Jas. H.	1 M	Liverpool
Marsden, C.	1 M	Liverpool
Boyle, Chas.	1 M	Liverpool
Niblock, Andrew	O C	Liverpool
Howlden, L. H.	1 M	Liverpool
Nagle, R. F.	O C	Liverpool
Broadhurst, Edwd.	1 M	Liverpool
Salmon, R.	2 M	Plymouth
Blake, Hy. M.	O C	Plymouth
Laverock, Thos. S.	Ex. C	Leith
Snow, Thos.	1 M ss.	S. Shields
Sayers, Albert Wm.	1 M	S. Shields
Rod, Johannes	O C	S. Shields
Johnson, Wm. Thos.	O C	S. Shields
Welford, Fergus F.	O C	S. Shields
Thompson, Hy.	O C	S. Shields
Hern, Hy. McLeod	O C	S. Shields
Garden, Chas.	2 M	Aberdeen
Grahame, Jas.	2 M	Aberdeen
Simpson, Geo.	2 M	Aberdeen
Philip, C. A.	O C	Aberdeen
Tamplin, Walter Jas.	2 M	Cardiff
Radford, Edmund L.	1 M	Cardiff
Robb, Wm. McF.	2 M	Dublin
Graham, Herbert C.	2 M	Dublin
Kearon, Wm.	O M	Dublin
Roberts, Jno.	O C	Dublin
Nash, Wm. J.	1 M	Dublin
Evans, Ellis	1 M	Dublin
Line, Jno.	1 M	Dundee
Baxter, Jno. G.	O C	Dundee
Stewart, Alex.	O C	Dundee
McIntyre, Wm.	1 M	Glasgow
Wald, Wm. G.	O C	Glasgow

HOME TRADE.

Dulin, Wm. Thos.	2	London
Knight, Alfred Geo.	2	London
Scorey, Geo. P.	2	London
Dodd, Britton Hy.	2	London
Brooker, Geo. B.	1	London
Muir, Andrew T.	Mate	London
Brooksbank, Oswald E.	2	Liverpool
Carmichael, Peter	2	Liverpool
Edwards, H. B.	2	Liverpool
Allan, David	2	Liverpool
Johnson, Ernest A.	2	Liverpool
Powrie, Alex.	1	Liverpool
Killey, Evan Wm.	1	Liverpool
Burn, Hy.	1	Liverpool
Houston, Jno. Jas.	1	Liverpool
Geddis, Jno.	2	Leith
Blythe, Donald	2	Leith
Coutts, Chas.	2	Leith
Aird, Chas.	2	Leith
Smail, David	1	Leith
Smith, David	1	Leith

Murdie, Alex.	2	Glasgow
McFadyen, Alex.	2	Glasgow
Earley, Francis Fredk.	2	Glasgow
Edwards, Benjamin	2	Glasgow
Bell, Andrew J.	2	Glasgow
Smith, Jas. Wellstood	1	Glasgow
Pinkerton, W. Fairbairn	1	Glasgow
Walker, Wm.	1	Glasgow
Murray, Chas.	1	Glasgow
Cuthbert, Wm.	1	Glasgow
Swan, Jas.	1	Glasgow
Wilkie, Jas.	1	Glasgow
Kick, A. Chas.	2	Cardiff
Popkin, Jno. Hy.	2	Cardiff
Blow, Wm.	2	Cardiff
George, Thos. Gough	1	Cardiff
Martin, Jno.	1	Cardiff
Reynolds, Samuel	2	Greenock
Ross, Donald	2	Greenock
McMillan, Alex.	1	Greenock
Grant, Jno.	1	Greenock
Deane, R.	Master	Dublin
Williams, Geo.	Master	Dublin

THE PILOTAGE BILL.

This measure has been under the consideration of the Standing Parliamentary Committee on Trade.

Sir Edward Birkbeck, on Clause 1, moved that, "Provided always that notwithstanding any provision of the Merchant Shipping Act, 1854, or of any act amending the same, no pilotage certificate shall be hereafter granted or renewed by any pilotage authority to any person other than a British subject; excepting to a person who, prior to the passing of this Act, has held a pilotage certificate issued under the Merchant Shipping Act, 1854." He said if the clause was passed in its present form it would ruin the business of the English pilots in certain districts—the Isle of Wight, for instance. If the Government passed the clause the Board of Trade would have to take into serious consideration the question of compensation. The pilots had invested their hard-earned savings in their cutters, and they were entitled to compensation if their trade was handed over to foreign pilots. He asked the Board of Trade to accept his amendment, and if they could not do that, to leave the bill alone until next session.

Sir M. Hicks-Beach said the pilotage committee, which sat for 21 days last session, reported in favour of the renewal of certificates to foreign masters and mates, and the hon. member exaggerated the effects of the clause. The clause was in operation for 30 years, and the pilots were not ruined. If they granted certificates to English masters and mates they could not refuse them to foreign masters and officers. Freedom in this matter tended to benefit the mercantile marine. (Hear, hear.)

Sir J. Puleston, Mr. Tomlinson, Mr. Llewellyn, Sir S. Crossley, and Mr. Grotrian supported, whilst Mr. Rathbone, Mr. C. H. Wilson, Mr. Craig, and Mr. Winterbotham, opposed the amendment, which was defeated by 29 to 13 votes. Sir J. Puleston said, in consequence of the result of the division, he would move the omission of the whole clause.

Sir M. Hicks-Beach said the clause was necessary in order to carry out treaty obligations, and if it were rejected he would be disposed to drop the bill. (Hear, hear.)

The clause was then added to the bill.

Mr. William P. Sinclair, on Clause 2, which deals with the question of the representation of pilots on pilotage committees or boards, moved an amendment to the effect that there should be no interference with pilotage districts which had already provided for the representation of pilots. The Mersey Docks and Harbour Board had made provision for the representation of pilots on their pilotage committee in a bill which was at present before Parliament. There was complete agreement between the Liverpool pilots and the Dock Board.

Sir M. Hicks-Beach said the Board of Trade had quite enough to do without interfering with private Acts, if they were found fair and just. The Mersey Dock Board need not fear any interference.

Mr. Sinclair withdrew his amendment.

Sir M. Hicks-Beach moved on Clause 2 "To make provision, or further provision, for the direct representation of shipowners, or pilots, or both on the pilotage authority of any district, or on the pilotage committee of that authority, or on any body of commissioners or sub-commissioners appointed by that authority."

After some discussion, an amendment proposing the omission of the word "shipowners" was rejected by 27 votes to 14. The clause was then added to the bill.

After some verbal alterations, Clause 3 was added to the bill.

On the motion of Mr. Whitley, Clause 4 was amended in such a way as to provide that pilots should not be punished twice for the same offence.

Clauses up to 16 were then added to the bill.

Sir M. Hicks-Beach moved a new clause defining the disciplinary powers of the Trinity House Committee, sub-commissioners, &c., and it was added to the bill without opposition.

Mr. Causton moved, as a new clause, "That the liability of the owner or master of a ship for loss or damage occasioned by the fault or incapacity of any pilots acting in charge of the ship shall not be affected by the compulsory employment of the pilot."

Sir M. Hicks-Beach said he did not disapprove of the principle of the clause, but he had had strong representations from the shipowners that they should not be held liable for any loss or damage done by the fault of a qualified pilot whom they were compelled to employ. He would vote against the clause.

Mr. Stevenson said the action of the Peninsular and Oriental Company in regard to pilots would come to this—that their big ships would be able to run down anything they liked in the Thames and pay no compensation, simply because they had a choice pilot on board.

Mr. S. Williamson said the clause would impose liabilities on shipowners in some cases to the extent of £50,000 or £100,000. Such an important proposal ought not to be decided off-hand.

Mr. Whitley also opposed the clause.

Mr. Sinclair was of opinion that the questions of compulsory pilotage and liability must stand or fall together. The whole of the arguments in favour of the clause had been derived from steamships, and not from sailing ships. It was absolutely impossible for sailing shipowners to have choice pilots.

Mr. Rathbone spoke in favour of making shipowners liable to the fullest extent for any carelessness or neglect on their part; but that was a very different thing from making a man liable for carrying out what the law compelled him to do.

Mr. Chamberlain said it was an anomaly to allow a certain class of shipowners to escape scot-free and hold others liable under precisely similar circumstances. Unless they were prepared to do away with compulsory pilotage, they could not do away with the immunity which compulsory pilotage afforded.

On a division, the new clause was rejected by 22 to 16 votes.

Sir Savile Crossley moved the following clause:—"Notwithstanding anything in this Act contained the owner of any ship, the master or mate of which has been granted a pilotage certificate, in pursuance of three hundred and forty of the Merchant Shipping Act, 1854, shall pay a proportion of the pilotage dues for which the said ship would have been liable if such certificates had not been granted, such proportion to be fixed by bye-law made by the pilotage authority."

The President of the Board of Trade said this was a matter which ought to be left to the extended local pilotage authorities. It was obvious that such contributions must vary in different places. If the committee were willing to accept the principle of the proposal, the shape it should assume, he thought, was "that the power of making bye-laws conferred on the authority should extend to the making of bye-laws requiring masters or mates holding pilotage certificates to contribute towards any pension or superannuation fund for the benefit of pilots, administered by or under the control of that authority." After some discussion,

Sir Savile Crossley withdrew his clause, and moved in its stead that masters or mates holding pilotage certificates should, in respect of such certificates, contribute to the pilotage fund of the district in proportion to the gross savings to the owner of the ship through his exemption from pilotage dues, such proportion to be fixed by bye-laws by the pilotage authorities.

On a division the second reading of the clause was rejected by 15 to 6.

Sir M. Hicks-Beach moved a new clause, to the effect that the pilotage authorities should be empowered to make bye-laws requiring masters or mates holding pilotage certificates to contribute towards the pilotage fund.

This clause, after discussion, was added to the bill, with an addition proposed by Mr. Stevenson requiring such masters or mates to make a periodical return of the pilotage services rendered by them to the pilotage authorities.

Mr. Llewellyn moved the following clause:—"That a tugboat continuing to tow a vessel in pilotage waters after a licensed pilot's services have been refused shall be considered as acting in

the capacity of an unlicensed pilot, and the master of the vessel being towed shall be liable to the same penalty as an unlicensed pilot if it be proved that either the master or any person on board the tug, either by word, gesture, or other implied means, directed or assisted in the navigation of such vessel; or that the master, or other persons in charge of the vessel being towed, received or acted upon any word, gesture, or other implied means—given from the tug—for the navigation of the vessel."

The clause was withdrawn, progress was reported, and the bill was referred to the House for third reading.

CORRESPONDENCE.

(Continued from page 5.)

YARNS.

To the Editor.

DEAR SIR,—Thanking you cordially for the insertion of "A Delegate's Yarn," I wish to call attention to the omission of the last two lines of the first verse. They are as follows:—
To twist the laws to suit themselves, 'tis for that
J.P.'s are made,
By this Shipowners' Union this so-called Board of Trade.

I remain, yours in unity,

JAMES HARRISON,

O.D. Cardiff Branch.

Cardiff, July 8, 1889.

THREE first-class torpedo vessels are to be despatched to Bermuda to protect that port and strengthen the British fleet on the North America and West Indies station.

THAT BRAVE SAILORMAN.—It is the custom on Western river steamboats, says the *Marine Journal*, to carry one man versed in nautical work to take care of the blocks and falls, and do such work as none but a seaman can do. He is commonly called the sailorman. Such position James Given held on the steamboat *John H. Hanna*, of New Orleans, and by his heroism, on the occasion of that boat's burning, were many lives saved at the sacrifice of his own, of which mention has before been made in the *Marine Journal*. A handsome sum was raised for the family of this brave man in Louisiana, out of which his devoted wife has raised a modest shaft to his memory in the Lafayette Cemetery, at New Orleans. Mrs. Mary Ashley Townsend, a gifted citizen of the Crescent City, has written the following inscription to be carved on the tablet of this brave sailorman's tomb, which, for simplicity and eloquence, cannot be excelled:—

Who lifts his face with cheerful grace
To fight for daily bread,
Is truly great. Who seeks his fate
Among his country's dead
May greater be—but greatest he,
And worthiest of Fame's seal,
Who bravely stands, with dauntless hands
On Duty's iron wheel,
Without a thought of self enwrought
With his heroic plan,
And gives his life 'mid flame and strife
To save a fellow man.

ALLEGED CRIMPING.—At Newport, on July 8, Henry Warnken, boarding-house keeper, was summoned for harbouring two seamen who had deserted from the *Belle of Lagos*, and Christopher Simmonds, runner in Warnken's employ, was summoned for persuading the men to desert. The *Belle of Lagos* called at Newport on June 25, whilst on a voyage from Hamburg to Paysandu, and the captain, as soon as he reached the old dock, found the runner tampering with his crew. He ordered him off, telling him all his men were engaged for the voyage, but on the following day found Francois Mennuer and John Moller in the Dock Hotel being primed by the defendants. He then threatened them with the police. The two seamen afterwards went to lodge at Warnken's house; and Mennuer told the bench he was supplied with 5s. a day by Symmond's wife. Moller went to sea in a Danish barque, but Mennuer went back to the *Belle of Lagos*, and was received by the master, but his bag of clothes was detained at Warnken's. Mr. Lyndon Moore, for the defence, asserted that Mennuer's evidence was a tissue of falsehoods ingeniously mixed with some little shreds of truth. Careful inquiry was made of the men as to whether they had left the ship before they were received into the house. It was shown that the captain had discharged four of his crew at Newport, and the inference ought to be construed in favour of his clients. In the result, Warnken was fined £4 and costs, and the other defendant 20s. and costs.

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Of Great Britain and Ireland.

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SATURDAY, JULY 13, 1889.

SHIPOWNERS' LIES.

It is a well-known maxim in the legal profession, that when a lawyer gets into court and finds his client has no case, all that is left for him to do is to abuse the lawyer engaged on the other side. Thanks to the Sailors' and Firemen's Union and to this Journal, the case of seafaring men *versus* shipowners has got into court—the court of public opinion—and the shipowners' advocates, in the shape of their newspapers, finding that they have no case, follow the precedent of the lowest class of legal practitioners by proceeding to abuse the seamen's advocates. This should be most gratifying to the seamen for several reasons. In the first place it proves that their enemies find the Union and SEAFARING so important that that they cannot be ignored. In the next place it proves that their enemies have no case, and are consequently obliged to resort to abuse instead of to argument. Moreover, there are people "by whom to be abused is no small praise," and our enemies being among the number, their abuse is really a great compliment of which we ought all to be proud. So far as SEAFARING is concerned, such abuse has a pecuniary as well as a moral value. Experience in the work of establishing newspapers shews that the more you advise people not to read a paper the more they do read it, and there are few devices for improving the circulation comparable to this. Such is the perversity of the public that any paper represented by another as peculiarly shocking is sure to be more widely read than ever. To get the reputation of being a highly improper paper is—when you don't deserve it—therefore worth a considerable sum of money. It has been part of our ambition to secure for SEAFARING that reputation, while at the same time taking care that it should not deserve it. When friendly notices have been offered us, we have always said:—"Whatever you do, don't forget to say that SEAFARING is a dreadfully dangerous and abominable production, that should neither be read nor permitted to exist." But all in vain. They would not say anything of the sort. This sort of notice was not obtainable on any terms. Only after long waiting has it come, and now that we have at last got it we have an opponent to thank, which we beg most cordially to do, suggesting that he should not father upon us that which never appeared in our columns, as the first paragraph he attributes to us never appeared in SEAFARING. If it were not for "looking a gift horse in the mouth," we might venture to ask how far SEAFARING has cut out his paper, and decreased its sale, and how much of his virtuous indignation is due to consequent jealousy? It is no doubt exasperating to have your circulation reduced by the competition of younger rivals, but foaming at the mouth does not mend matters. It only makes you appear undignified, and causes an irreverent public to laugh exceedingly.

As for the attacks which the shipowners' papers make on the Sailors' and Firemen's Union, they consist chiefly of a tissue of falsehoods, which, after the manner of falsehoods only recoil upon their authors and damage them. These attacks are not devoid of a certain unconscious humour. For instance, the

author of one of them represents Mr. T. Watson Brown, solicitor to the Union, as a peculiarly Mephistophelian character, working darkly in the background of the Union, and devouring the substance of the poor seamen to the tune of "£7,580 to £10,833 per annum," while another tries to make out that "in the person of their secretary, the members have sought for a servant and found a master, whom, unwittingly, no doubt, they have appointed for life." As the articles in which this nonsense appears are not dated from Colney Hatch, or any other lunatic asylum, we can only conjecture that their authors wrote them while suffering from nightmare after supping heavily with shipowners and reading penny novels—such as truant school-boys love—about conspirators in caverns. These writers appear to have dreamt of Mr. Brown and Mr. Wilson as conspirators with slouched hats and masked faces, buried in a cavern of the earth, and engaged in artfully drawing up rules to ensnare the unwary seaman.

To anyone who knows the history of the Union, or is in the least acquainted with Mr. Brown or Mr. Wilson, the picture thus conjured up is exceedingly ludicrous. It is not even original. Given a heavy supper and a bad nightmare, anybody could dream something as absurd without having to borrow from boys' story-books. The picture, moreover, is not complete. The Registrar of Friendly Societies should be included in it, since he sanctioned the rules of the Union, and without his sanction they would not be binding. But the writers do not venture to suggest that the Registrar of Friendly Societies has taken part in a conspiracy to provide Mr. Brown with an income of thousands of pounds a year and Mr. Wilson with a post for life. They know better. But if they do not mean to suggest that we fail to see how they can believe what they say. Everybody aware of the facts knows that the Sailors' and Firemen's Union has been a source not of profit but of loss to both Mr. Brown and Mr. Wilson. Both have sacrificed their business for the Union. Yet one shipowners' paper says: "Though Mr. Wilson is the figure-head of the Union it is evident upon examining the book of rules who is really the moving spirit (though he discreetly keeps in the background) who will most benefit by the establishment of the Union. The person alluded to is the solicitor to the Union. This official is to receive as pay one halfpenny per week per member and taking the number of members at the general secretary's figure of 70,000, and his anticipation of an increase to 100,000, this means £7,580 to £10,833 per annum, besides which he is to be reimbursed for all expenses out of pocket! This appointment he has secured for life!" Now it is quite true that according to the rules of the Union Mr. Brown is to get one halfpenny per week. But it is not true that he is to get it from every member. He is only to get it from each financial member, which fact makes a great deal of difference, nor—and this makes all the difference in the world—is he to get the halfpenny to himself as a salary. On the contrary, out of these halfpence he has to employ lawyers in all ports, and pay the whole of the legal expenses of the Union and its thousands of members. Seeing that one of the chief objects of the Union is to obtain justice for its members, its legal expenses are, as a matter of course, very heavy. It is only after paying all these that Mr. Brown can get any pay for himself. As a matter of fact he does not get for himself £50 a year out of the Union

for devoting the whole of his time and special skill to its service, and £50 a year for a gentleman whose professional education has cost many hundreds of pounds is anything but extravagant pay.

As for Mr. Wilson, so far from being "the mere figure-head of the Union," he might more properly be described as its creator. Not only did the idea of the Union originate with him, but he found out of his own hard-earned savings the money with which to start it, and that the Union is to-day a gigantic society of national importance is chiefly due to his genius for organisation, his energy, tact, and determination. This much may be said without in the least depriving those lieutenants who have so ably aided him of their due meed of praise. If Mr. Wilson has been appointed General Secretary for life, so much the better for the Union. This, we believe, would be the opinion of nearly all its members, if they could be consulted to-morrow, for no man is so well entitled to or as well qualified for the position.

With regard to the Executive, it is alleged that it does not sufficiently represent the various ports at which the Union has branches. As the Union is only in its infancy, and there has not yet been time to render it perfect in every detail, there may be some truth in this, although we have no proof of it. But even supposing it to be true, it is a matter for the Union itself to deal with, not for the shipowners' newspapers. One of these journals prints a vote of censure, which it says the Glasgow and Dundee branches have passed on the Executive and General Secretary. Mr. Darby and Mr. McKenderick are far too loyal to the Union to have allowed such a resolution to get into shipowners' papers, even if it had ever been passed, and that it has been passed there is no evidence whatever. Till such evidence be forthcoming we shall decline to believe that any resolution of the kind has been passed, as any such differences would have been dealt with privately. If every difference that might occur within the Union were to be made public, so that the enemies of the Union might utilise it to sow disension, and cast discredit on the organisation, there could be no Union at all. Moreover, it does not happen to be true, and unless it were true the branches referred to would not have been likely to say that the strike was caused by the Executive. The Executive, of course, ordered the strike. But in doing so the Executive, it is well-known, was impelled by a large number of the members—notably by Liverpool members, for whom it must be said that they have not shrunk from the responsibility of their action, but manfully stood their ground to the last, and if they should yet be beaten, after all, they will still deserve to be held in honour by brother Unionists for their determination, sacrifices, and patience. If it should prove that they have erred, the fact will remain that they suffered for their error. Whether they are likely to win or not is a point on which they are best able to judge. But while they are fighting against such odds it is the duty of true Union men to aid them, and we rejoice to see that other Trades' Unions are aiding them. When the battle is over it will be quite time enough for members of our Union to discuss at their meetings any differences between themselves, and only at such meetings should such matters be discussed.

NAUTICAL NEWS.

THE Clyde dock labourers' strike has ended. A SAILORS' Home has been established at Bombay.

SHIPBUILDING continues brisk on the North-east Coast.

THE strike at Messrs. Dixon and Co.'s yard at Middlesbrough is over.

THE safe arrival at Taranto of a floating dock from England is notified.

RIVET-HEATERS at Messrs. Ritson and Co.'s yard, Maryport, have struck work.

THE Wear Shipyard strike has ended. The masters have conceded the demands of the men.

THREE of the Prince of Monaco's copper flasks have been washed up on the south coast of Iceland.

It is stated that the strike of stevedores and dock labourers at Bremerhaven has fallen through.

IN the House of Lords on July 8th the Passengers Acts Amendment Bill was read a third time and passed.

THE Great Western Railway Company have organised a new service to the Channel Islands from Weymouth.

IN the House of Lords, the Advance Notes to Seamen Bill has been re-committed and passed through Committee.

THE French Minister of Marine will, it is stated, shortly demand a large credit for the re-organisation of the navy.

LORD CHARLES BERESFORD is said to be about to go to sea in command of one of the ships of the Mediterranean Squadron.

A SHIPBUILDING yard at Havre has been burnt, and the total damage, partly covered by insurance, is estimated at 300,000fr.

A BILL has been brought into Parliament to amend the law relating to the wages and disbursements of masters of British vessels.

THE Dunkirk authorities have arranged that the inauguration of their new Harbour works will take place in the beginning of August.

A SERIOUS fire has occurred at the shipbuilding yard of W. H. Potter and Sons, Queen's Dock, Liverpool. Much damage has been done.

IN the House of Commons the Cambrian Railways (Steamboats) and the Plymouth Dock (Devonport) Water Bills have been read a third time.

THE private shipbuilding yard of Messrs. Abel and Le Marchant, at Havre, has been totally destroyed by fire. The loss is estimated at 300,000 francs.

THE Queen has conferred the Albert medal of the second class upon Harry Salisbury Pochin, seaman of the Liverpool ship *Ennerdale*, for bravery.

Maudie, which left Shields for Buenos Ayres December 29, and passed Dungeness next day, not having been heard of since that date, is considered overdue.

A SHANGHAI telegram states that the gunboat *Merlin* has been despatched in haste to Hankow, where there has been another anti-foreign outbreak.

It is stated that the cost to the Cardiff pilots of promoting opposition to the Barry Dock Bill, both in the House of Lords and in the House of Commons, amounts to no less than £2,700.

ON the arrival of the steamship *Osborne* at Leith, from Amsterdam, it was reported that the master, Captain Black, had been arrested at Amsterdam on a charge of shooting a man.

ADVICES from Marshall Islands state that the United States seamen complain of the action of the German Consul at Jalint, and much bad feeling exists between Americans and Germans.

H.M.S. *Pheasant*, during her recent stay on West Coast of Africa, is said to have lost several of her crew, as well as her commander, Lieut. Johnston, through the ravages of the coast fever.

MESSRS. JOHN CORY, jun., J. R. Christie, E. Handcock, sen., P. Morel, G. H. Wills, and Colonel Guthrie have been elected by the Cardiff shipowners to serve on the Barry Pilotage Board.

CAPTAIN WILLIAM GRIFFITH, a Liverpool shipowner, has died suddenly. He was a Carnarvon man, and when young served as an officer on board the famous *Red Jacket* of the Black Ball line.

SHIPWASH Sound having extended in a north-easterly direction, the light vessel has been moved three cables NNE $\frac{1}{2}$ E of her former position, and now lies 9½ fathoms, low water spring tides.

ON the St. Maurice River, eight miles from the City of Three Rivers, a steam ferry boat was swept over a cataract 100ft. in height, and all on board, with 15 passengers and five of the crew, were drowned.

THE Board of Trade has abandoned the prosecution of Captain Stewart, of the Aberdeen ship

Gettysburg. He was charged with failing to keep the boats at all times fit and ready for use, the penalty for which is £50 and costs.

THE Czar of Russia has given orders that at the beginning of August the ironclads and gunboats of the Baltic fleet are to gather in the harbour of Kronstadt. He will review them, and then the manoeuvres are to take place.

MR. R. J. WEBSTER, M.P., has given notice that he will call the attention of the House of Commons to the levying of coal dues in certain towns, ports, and harbours in the United Kingdom, and move a resolution.

A VERY mean theft has been perpetrated at Irvine, where the contribution box of the National Lifeboat Institution, which was fixed on the wall alongside the railway platform, has been unscrewed and stolen, with its contents.

IN Parliament last Tuesday Lord G. Hamilton said that on the occasion of the inspection of the fleet, on August 3, the largest of the armed mercantile cruisers earning the Admiralty subvention would be present with all her guns in place.

THE steamer *Saragossa*, from Fiume, at Liverpool, reports that on she 8th inst. at 5 p.m., 45 miles SW of Scilly, she passed a large ship under jurmasts, having lost mainmast and fore and mizen topmasts, apparently American build, steering ENE.

THE Admiralty Court has pronounced the steamer *Staincliffe* answerable in damages for her collision with the steamer *Libra* to the amount of £9,798, exclusive of interest thereon. Persons interested must enter their claims on or before October 2 next.

THE *Irex* won another match from the *Valkyrie* at the Royal Clyde Regatta on the Clyde last Monday. The times were: *Irex*, 3 hours, 34min., 3sec.; *Valkyrie*, 3 hours, 31min., 18sec.; *Majorie*, 3 hours, 42min., 37sec. The *Yarana* was 10 minutes later.

TWELVE sheds and seven timber-laden barges have been destroyed by a disastrous fire at the Russia Dock, Surrey Commercial Docks, London. The fire lasted fully three hours, and the damage is estimated at £60,000. But for the exertions of the firemen it would have been still more serious.

MR. JUSTICE BUTT and Trinity Masters have heard a case of salvage services rendered to the steamer *Cilurnum*, by the steamer *Edward Eccles* and the steam tug *Lily*, in the North Sea last November. The value of the *Cilurnum*, her cargo and freight, was £46,000.—His lordship awarded £600.

THE German barque *Hedwig*, from Akyab, at Queenstown reports on May 22, in lat. 3 50 N., long. 23 49 W., spoke Liverpool barque *Kenyon*, from Pisagua for Queenstown, and learned that the captain and two men were dead, and the remainder of the crew badly in need of provisions, which she supplied.

At the Liverpool Local Marine Board, a handsome silver medal awarded by the French Government for services rendered to the crew of the *Die Freres* in March, 1886, has been presented to Mr. Charles Lynch, A.B., who formed one of the crew of the lifeboat of the British steamer *Sarah Ann*, which effected the rescue.

A REPORT, dated Lydney, July 8, says: A piece of paper was picked up yesterday in a bottle on the beach three-quarters of a mile SW of Lydney Pier-head, with the following written in pencil: "Ship Investment, regd. of South Shields, sinking. If this is picked up, communicate with H. Swan, Tidenham, near Chepstow."

THE shipyard helpers on the Wear, numbering nearly 2,000, have sent a claim to the Shipbuilders' Association for an advance of 5 per cent., to commence in a fortnight. The men struck at the beginning of the year, when they obtained an advance of 6d. per week. Since then they have formed a union for the Tyne and Wear.

BEFORE the Bristol magistrates, Captain Haynes, master of the Anchor line steamer *Elysia*, has been summoned by Victor Leroy for non-payment of £3 10s., wages earned as a coal trimmer on the voyage from America to England. On arrival at Avonmouth defendant told complainant that he had nothing to draw, his full amount having been advanced when he shipped. Defendant said that with the complainant's authority an order for £3 10s. was given to the runner who brought him (complainant) on board. The Bench decided in favour of the complainant, believing that the defendant gave the order for payment to the boarding-house keeper without authority.

ON Tuesday night a fishing boat, in which were two men and a boy, was capsized by a sudden squall in Loch Striven, two or three miles from Rothessay, and one of the men, named Clark, was drowned. The other two clung to the keel of the boat, and were ultimately rescued in an exhausted

condition by the crew of a boat from Port Bannatyne.

The master of the *Charger*, from Dalhousie, N.B., at Belfast, reported: After passing through the Straits of Belle Isle, which were found entirely free from ice, encountered, about 20 miles to the eastward, a large number of icebergs, of all sizes and shapes. At about 40 miles due east from Belle Isle met an ice island, extending as far as the eye could reach.

It is reported from Copenhagen that the scheme for sending an expedition to the east coast of Greenland to explore the coastline between 60deg. and 70deg. north latitude will be carried out next summer. An expedition, consisting of seven men, under an officer of the Danish Royal Navy, provisioned for two and a-half years, will leave next spring on board a whaler for the east coast of Greenland.

A New York telegram says:—In the suit brought to recover the loss of the cargoes of the steamships *Britannic* and *Celtic* resulting from the collision of these vessels in 1887, the court has decided that those responsible for both ships were blamable, and that the provisions of the bills of lading purporting to exempt from liability are void. The Oceanic Company, the owners of the vessels, are mulcted in 16,000dol. costs.

In the Court of Appeal an appeal has been heard from the decision of Mr. Justice Butt pronouncing the steamship *Lucinda* alone to blame for a collision with the P. and O. steamship *Garonne*, in the Red Sea. The appeal was dismissed. Subsequently the Court heard an appeal from the same learned judge in the case of the *Burlington* and *Stelling*, the owners of the former appealing against the finding of both to blame.

A STORY has come from Toulon about bugs, which are the cause of the sinking of the torpedo boat *Couleuvre*. The numbers of those nauseous insects that swarm in every corner of the boat seem to be endless. The celluloid, of which the *Couleuvre* is built, seems to be their favourite haunt, for all the surfaces of that material were black with bugs. The ordinary insect killers were powerless, and the Minister of Marine gave orders for the *Couleuvre* to be sunk and kept under salt water for three days.

The Whitby steamer *Robert Harrowing*, at Civita Vecchia, on the voyage saved the crew of a Spanish vessel, the *Yoben Biceute*, which was capsized during a heavy squall, but the crew were not rescued for 12 hours afterwards. They survived by clinging to the wreck during that time. Captain Hughson ordered out the lifeboat, which was taken charge of by Mr. R. Williams and four seamen, who succeeded in saving all the crew, consisting of five men and two boys, some of whom were greatly exhausted.

A PORTSMOUTH correspondent says that great activity prevails in view of the approaching review and manoeuvres of the fleet. Special moorings are now being laid down in Osborne Bay for the accommodation of the German men-of-war which will accompany the Imperial yacht *Hohenzollern*. The Queen will view the inspection of the fleet from Osborne, the German Emperor being accompanied by the Prince of Wales. The Fleet at Spithead will disperse early on the morning of Tuesday, the 6th of August, for the respective stations of the squadrons.

The annual meeting of the Shipwrecked Fishermen and Mariners' Benevolent Society has just been held in London. From the annual report we learn that the society has received in contributions to its funds during the past half century £873,021, and has aided 406,817 distressed sufferers. The income for 1888 was £23,936, of which nearly £8,000 was providently contributed by fishermen and mariners themselves under the Society's thrift scheme, and the expenditure £22,355, as against the respective amounts of £23,391 and £22,134 for the preceding year.

A LETTER, dated Whales Point, Spitzbergen, May 29, has been received by the Geographical Society of Bremen from Dr. Kukenthal, who, in company with Dr. Walter, has undertaken an exploring expedition in the Arctic Sea. The expedition was cruising off the south and west coasts of Spitzbergen. Many gales occurred: In Magdalen Bay, on the west coast of Spitzbergen, in lat. 79 35 N, the expedition fell in with an English sailing vessel. Mr. Pikes, a hunter and sportsman, had been wintering on West Spitzbergen with some people. The winter had been very mild, but sport was not very good.

A LIFE-SAVING rocket for use on board vessels has been exhibited at New York, in the shape of an ordinary rocket, only instead of the stick it is supplied with a very light metal tube wherein a line is coiled. About seven or eight pounds of powder are used. There were three trials, and in each case a line was carried between 900 and 1,000 yards, and in the exact direction desired.

While the proceedings were entirely of an informal nature, the success of the invention was so pronounced that the Navy Department will order a board of officers to give the invention a thorough practical test, with a view of introducing it in the U.S. navy.

At the Gravesend Petty Sessions, on July 8, Captain Chapman, of the steamship *White Sea*, was summoned for employing an unqualified pilot, and John Moore, for remaining in charge of the vessel after a qualified pilot had offered his services. Mr. W. E. Cuvell said he was an exempt pilot, and boarded the ship. Defendant Chapman told him he was too late; Moore was in charge. Witness warned both defendants that Moore was no pilot for the ship, but he remained in charge. Moore's licence was put in, and it shewed that he was qualified for home-trade passenger ships "and no others." The Bench fined Chapman single pilotage 54s. and 42s. costs, and Moore 2s. 6d. and 21s. costs.

The Bristol Local Marine Board has inquired into a charge of drunkenness made against Thomas Cartman Williamson, second mate of the steamship *Ben Veirlich*. It was alleged that just as the vessel was ready to start from the Roath Basin, Cardiff, the accused came aboard drunk. He was assisted across the ladder from the quay, and went to his berth. Being unfit for duty he was sent ashore, and a sailor who was qualified took his place aboard. The defendant pleaded guilty, but in extenuation said he had cargoed the ship all right, and going ashore had a couple of glasses of brandy, which upset him. He was soon upset since he had fever on the Congo.—The Board suspended his certificate for three months.

In the House of Commons, Mr. Grotian asked the Under-Secretary of State for Foreign Affairs whether his attention had been called to a statement which appeared in a Spanish newspaper, according to which two British sailors had been confined in prison in Bilbao since January last upon an allegation of having assaulted the police, but without ever having been brought to any trial; and whether he would cause inquiries to be made, and, if the statements were found to be correct, he would take measures to protect these British subjects and ensure that they were brought up for trial in open court.—Sir J. Fergusson, in reply, said: I do not know to what case the hon. member is referring, but if he can give me some further particulars I will have it looked into.

The General Standing Committee of the House of Lords last Tuesday discussed the Herring Fishery (Scotland) Bill. The Marquis of Lothian explained that the bill had been postponed because a short time ago a dispute arose between the Board of Trade and the Scotch Office as to the use of the word "cran," the former contending that a cran was not a standard measure. Now the Board of Trade withdrew its objection to the Bill, but threw upon him the responsibility of any difficulty that might arise from the use of the word "cran" in an Act of Parliament. Acting on the advice of the Lord Advocate he was quite willing to take that responsibility.—Replying to the Earl of Derby, he explained that the cran was 37½ imperial gallons. The committee having gone through the Bill, sent it back to the House without any amendment of importance.

In the House of Commons, Mr. Cuninghame Graham asked the President of the Board of Trade, "As Lloyd's public proving houses are licensed by the Board of Trade for testing chain cables and anchors, and as they have several proving houses in different districts, are the directors, who are directly connected with the above trades, allowed to interfere with, or have a preponderating influence over the superintendents (who are appointed by the said Lloyd and Co.), to the detriment of other manufacturers; and if it is true that cables, after being once tested and rejected and returned, are sometimes allowed to pass no further trial." Sir M. Hicks-Beach in reply said: The tests referred to by the hon member are statutory tests. I am not aware that any person can have any influence whatever in regard to the applications of these tests to any chain cables. I am making inquiries as regards the second part of the hon. member's question, and will communicate the result to him.

At Gravesend Captain Beagle, of the General Steam Navigation Company's steamer *Curlew*, has been summoned for piloting his ship without the required certificate. It was contended that the steamer was a home trade vessel, carrying passengers, and was, therefore, liable to compulsory pilotage. Mr. William Tracey, Trinity House pilot, said he boarded the steamer, and offered his services. Defendant refused to engage him, and said he should take the steamer up himself.—Mr. Batham, solicitor, who appeared for the defendant, said the steamer was a regular trader

between London and Antwerp and Hamburg. It had been decided in the Admiralty Division, and also in the Privy Council, that vessels running between London and any European port north of Boulogne were exempt from compulsory pilotage.—The Bench dismissed the summons, but refused an application by Mr. Batham for costs.

An inquest was held on July 8th at Gravesend, on Clement Caine, aged 72, who went for a sail with Edward George White, a fisherman, in the Gravesend smack *Alfred*, which, while tacking across the river from the south shore, was run into and sunk by the barge *James*, owned by Mr. Groom of Harwich. A boat was put out from the barge, which picked up the two men, but Caine was then dead.—William Taylor, mate of the barge, said he was at the wheel, and the sails prevented him from seeing the *Alfred*. The captain had gone below to get some tea. It was stated that not many of Mr. Groom's barges had more than two men on board, but some had two men and a boy. It was the rule for a vessel on the starboard tack to keep its course, said the captain, and the barge was on the starboard tack.—The jury returned a verdict of accidental death; commended the conduct of White, who held deceased up as long as he was able, and expressed the opinion that barges should have three hands on board.

The whaler *Polar Star*, Captain Davidson, arrived at Dundee last Tuesday morning from the Greenland seal fishing, with one whale and 3,700 seals (about 110 tons of oil). Captain Davidson reports having spoken the following vessels at the fishing ground on June 1:—*Earl of Mar and Kellie*, of Dundee, with two whales and 200 seals; *Active*, of Dundee, with three whales and 1,200 seals; *Windward*, of Peterhead, three whales and 1,200 seals; *Eclipse*, of Peterhead, one whale and a large number of seals; *Hope*, of Peterhead, three whales and a large number of seals, with good prospects of a successful ship. The total catch of the *Polar Star* is 3,700 seals, which, it is expected, will yield upwards of 100 tons of oil. A large black whale which was also captured will yield about 15 tons of oil, while the bone measured 10½ feet, or about three-quarters of a ton in weight. Captain Davidson reports that the season was comparatively mild, and although the ice was heavy, there were not so many gales as in recent years.

A SEAMAN named William Doyle Smith was charged, at Bow-street Police-court last Wednesday, with violently assaulting the chief mate of the *Sidonias*, at Lisbon.—Inspector Hare, of Scotland-yard, stated that he, accompanied by Sergeant Brown, arrested the prisoner on board the ss. *Garth Castle* on the present charge. The injured man had not yet arrived in this country, but it was understood that he had joined his ship.—Robert Wilson, a fireman on board the *Sidonias* steamship, deposed that the prisoner was a seaman on board that ship. Charles Jermyn was chief mate. The ship was lying in the Tagus at Lisbon, discharging cargo on the 2nd inst. The prisoner went behind the chief mate and stabbed him on the right cheek with a knife. It was a sheath knife. He drew it from the sheath and stabbed the mate through the right cheek into his mouth. The prisoner was placed in irons. He said, "I am sorry that I didn't finish him." He made a second attempt to strike the injured man in the neck. Witness caught hold of the knife and prevented him from striking the second blow. In doing so, his fingers were cut. He threatened to do for the second mate.—The prisoner was remanded.

The inspection of the boys of the training ship *Warspite* by Lord Charles Beresford, M.P., took place on Saturday. Amongst those present were the Duke of Leeds and Lady Alice Osborne, the Earl and Countess of Idlesleigh and Lady Rosalind Northcote, Lord Egerton of Tatton, the Earl of Romney (president of the Marine Society), Lord H. Bentinck, M.P., Lady Maryon-Wilson, and Sir Lumley Graham, who witnessed the unfurling and furling of the sails, the heaving of the lead, and a march past. The prizes were distributed by the Countess of Idlesleigh, and Lord Charles Beresford remarked that out of the 61,000 destitute boys that had been sent to sea by the Marine Society, 27,000 had been drafted into the navy, and, as a naval officer, he was glad to obtain these boys, as it was very seldom that a bad boy came from the *Warspite*. They were all excellently trained, and when there was no room for them in the navy they never had any difficulty in getting berths in the mercantile marine. A large number were in the London Fire Brigade. The *Warspite* was not a reformatory, the only qualifications for entering being honesty and poverty. There were now 208 boys on the *Warspite*, and there was room for 100 more, but the funds were not sufficient to provide for them.

THE SAILORS' AND FIREMEN'S UNION.

LONDON.

A circular has been issued by the Executive stating that Mr. T. M. Walsh, of the Tidal Basin Branch, has been appointed secretary for the London district, in the room of A. R. Abbott, who was requested to resign. A. R. Abbott has, we are informed, been expelled from the Union.

At a crowded meeting at the Tidal Basin branch on July 5, Mr. J. Wildgoose (secretary Gravesend branch) being in the chair, the following was proposed by Mr. J. McDade, seconded by Mr. J. Dégain, and carried unanimously: "That we condemn the dastardly action of A. R. Abbott in trying to disorganise the London branches at the very time when unity is most required. Further, that we approve of the resolution passed by the united Liverpool branches in the Rotunda Hall, expressing approval of the Executive Committee in demanding an increase of wages, and further by expressing their unabated confidence in the general secretary, Mr. J. H. Wilson." The same resolution was passed at a meeting of the Grays branch held on July 10.

At a meeting of the Green's Home branch of the Union, held on July 4, over which Mr. J. L. Lawrence presided, great dissatisfaction was expressed at the fact that men had been signing at Tower Hill for lower than Union wages. Abbott, who is now posing as a martyr, and telling to all and sundry a pathetic tale of unjust treatment, had actually the bare-faced impudence to put in an appearance, and to propose a resolution condemning SEAFARING. It is too mild to say the resolution was at once rejected. The men would not listen to the unhappy Abbott, who was condemned on all sides as a traitor to the cause. What they did do was to pass a vote of confidence in SEAFARING, and pledged themselves to support it as the organ of the Union.

LIVERPOOL.

The strike here still lasts, and Liverpool therefore continues to attract the attention of all seafaring people. The shipowners here are exceedingly angry with the Union, and one of their newspapers, in the most unscrupulous and bare-faced manner, attributes to SEAFARING matter about the Union which never appeared in our columns. This shows the desperate straits that people are put to in order to find something to say against SEAFARING, the sale of which continues to increase steadily in Liverpool in spite of the fear, frantic jealousy, and shameless lying with which it has to contend. That SEAFARING should be so foully slandered by the shipowners and their parasites is, of course, a fact that only proves how useful the paper is to the cause of the seafaring men, who naturally support it more warmly than ever in consequence of these attacks. Our hearty thanks are therefore due to the authors of these attacks for increasing our circulation, which has for some time been larger than that of any other shipping paper—hence the jealousy towards SEAFARING. The export slave trade in agricultural labourers, who are shipped as able seamen and firemen, still goes on, and will probably continue till a few sensational shipwrecks occur in consequence.

From the way in which many persons have written and spoken of the strike it might be supposed that it had been forced on the men here by the Executive of the Union in opposition to the judgment of the men themselves. That at least has been alleged at other ports. In the case of Liverpool, at any rate, it is not true, for the men here were all for the strike, and, indeed, still are. Last Monday a meeting of Union men was held in the Malakoff Music Hall, Liverpool, when a ballot was taken to decide whether or not the strike should be continued. The numbers were:—For the strike being continued, 580; against, 40. A ballot was also taken at Bootle, when the voting was almost unanimous in favour of continuing the strike; while at Birkenhead there were 10 votes in favour for every vote against the strike. These facts show that the men themselves and not the leaders of the Union have had the decision of the matter in their own hands.

EXTRAORDINARY REVELATIONS

continue to be made from time to time of the wholesale and abominable slave trade or crimping that is carried on here, and the Union deserves well of the public and passengers, as well as of seafaring men, for its efforts in exposing the revolting traffic. The shipowners declare that they can get plenty of genuine seamen. Yet they themselves contradict this by advertising in inland towns for men, the result being that numbers of landmen are attracted to Liverpool, and for all

these work cannot be found. After being enticed from their homes and occupations many of them are left to starve. By this dodge of collecting crowds of starving and desperate men it seems to be hoped that disturbances will be caused and the Union get blamed. Thanks, however, to the exertions of the officials of the Union, these and other attempts to incite the people to riot have been defeated. Mr. Wilson, the general secretary, gets hold of the poor starving creatures that have been lured to Liverpool on false pretences and endeavours to obtain for them food and shelter, thus displaying more humanity than the authorities. At the weekly meeting of the Liverpool Workhouse Committee the governor of the workhouse reported that the previous night 26 strangers, who had come from Birmingham and Portsmouth with a view to get ships, were brought to the house by Mr. Wilson, of the Seamen's Society, who demanded admission for them, but upon the men being informed that they would be required to perform a task of work, they declined to stay. The vestry clerk said these men had been brought to the town under the impression that they would get ships at once, but it appeared that there were plenty of hands. The committee approved the action of the governor in requiring the labour test.

At the Liverpool Police-court on Saturday, before Mr. Raffles, police magistrate, a Denison-street boarding-house keeper, named Joseph Langan, and a runner, named Thomas Kennedy, appeared in answer to a summons for illegally supplying seamen to Liverpool steamships.—Mr. C. H. Morton prosecuted for the Board of Trade. From the evidence of a man named Thomas Boag, it appeared that he (witness) promised on the 28th ult. to get up a case for the Sailors and Firemen's Union against a boarding-house keeper in Denison-street. Accordingly last Sunday week he proceeded to Langan's house and told Langan he wanted to go to sea. Langan asked if he had ever been to sea before. Witness replied "No," adding that he was

A PLASTERER

from Barrow. Langan then said that if he wanted to go he would get him away either as a seaman or as a fireman. He gave him something to eat and sent him to bed. Next day he took witness and some others in a tender to the *Pavonia*. Langan took from his house 27 men, and six sailors and three firemen were put on board the *Pavonia*. Witness then signed articles on the *Pavonia*, and afterwards asked Kennedy where the vessel was bound for.—Mr. Raffles: Why did you sign articles?—Witness: I didn't know where she was going at the time. I signed for £3 10s., and was supplied with an outfit by Kennedy.—Another witness, a dock labourer named Joseph Cullen, deposed to having been shipped under similar circumstances.—A shipping clerk from Messrs. Leyland's office said he had engaged the men to stand by as substitutes.—Mr. Raffles: I think this witness got the men.—Witness: I went to the house and did the same thing again.—The case was dismissed.

A meeting of sailors, firemen, and others took place last Monday night in the Rotunda Lecture Hall, William Brown-street. Mr. George Parkin presided, and there was a large attendance. Mr. Wilson, general secretary, addressed the meeting at some length, counselling the men to remain firm and their demands would certainly be complied with. He alleged that certain vessels were leaving the Mersey with insufficient or incompetent crews, and for this he held the shipowners were to blame. As for the firemen he alleged that there were hundreds now on board ship who had never been to sea before. He hoped they would be able to bring this charge home to the Liverpool shipowners, and to prove that they had imported incompetent men from Birmingham and other parts of the country. He felt confident that the shipowners would yet regret their action in having imported such a body of

INCOMPETENT MEN

into the service, and he hoped that when they met with any man whose discharge was dated the 1st of June they would take notice of him. He hoped they would come out victorious in this struggle. Their watchword now was the same as at the beginning, "Victory and no surrender." He expressed his intention of taking the next case of intimidation, not before Mr. Raffles, but to a higher court, and he expressed the hope that every man would try to hunt down the "scabs" wherever they could find them. (Cheers.) At the close of his speech he intimated that at a ballot taken the previous day at Birkenhead the voting was 10 to 1 in favour of continuing the struggle.

A meeting was held in the Rotunda Lecture-hall, at which Mr. Pearson, secretary of the

Trades' Council, presided. Some animadversions were made as to the class of seamen who were now being engaged to take the place of those who had left the service of several of the Atlantic lines. Several sailors addressed the meeting, and the more serious portion of the proceedings were interspersed with songs and glees.

It is reported that 100 firemen belonging to the Union, who were taken aboard the *City of Rome* on Monday, would not sign articles till the result of Monday's balloting was known, and on hearing on Tuesday that it was in favour of continuing the strike, they left the ship in a body, and were much cheered as they came ashore.

ASSAULTS.

At the Dale-street Police-court on Tuesday, Richard Parker, fireman, was brought up on two warrants charged with assaulting George Henry and Patrick Trail on the 22nd ult. Mr. Grubb stated that the prisoner was arrested that morning on coming out of Walton Gaol, after serving a term of imprisonment for another assault on the same date. When charged he admitted the assaults, and expressed regret for having committed them.—The complainant Henry stated that the prisoner struck him in the mouth at the Cunard Company's gates, Alexandra Dock, Regent-road, for going to work, but he did not wish to press the charge.—Trail stated that he was assaulted by the prisoner at Sandhills because he told him he was going to Glasgow.—Mr. Raffles said he was disposed to hope that the man had had a caution by the 14 days he had already spent in gaol, and he would allow him to go on his own recognisances of £20 to keep the peace for six months.

At the Bootle Police-court, on Tuesday, Andrew McNally, of Seaforth-street, Bootle, was charged with assaulting a fireman named John Sergeant, and also with intimidating him by threatening to take his life if he followed his lawful occupation as a fireman.—Chief Constable D'Espiney prosecuted. He said that about 8 o'clock on Saturday evening the prosecutor was walking with his wife in Derby-road, when the prisoner, who was on strike, accosted him and inquired what ship he belonged to. The prosecutor had just left the *Germanic*, but stated that it was no business of the prisoner's. Upon hearing this the prisoner struck Sergeant in the face, and threatened to kill him.—Evidence in support of this statement was given by the prosecutor.—Alderman Howard said it was a very cruel thing for a man who had a wife and family to be prevented from working and earning an honest livelihood. As far as he was concerned, he was fully determined to protect those who were willing to work. It was a pity that Union men should take this line of action, because they were driving away any sympathy that might possibly exist on their behalf. He did not suppose that the prisoner represented the body of unionists; he sincerely hoped not. He hoped the Union would have too much respect for themselves than to act in this way. The prisoner would be fined 20s. and costs, or 14 days. For the threats he would be bound over to keep the peace.

Last Wednesday morning there was received at the offices of the Union an application from Messrs Grayson and Co., Bootle, for 250 firemen to work at the breaking up of the *Great Eastern*. The fact was announced to the men by Mr. Nicholson, local secretary, and it is stated that the required number of men were engaged. The work is expected to last for 12 months.

THE HOUSE OF COMMONS.

In the House of Commons, on July 8, Mr. Broadhurst asked the President of the Board of Trade whether his attention had been called to the fact that two men, named Hoey and Brogan, were fined £5 each by the Liverpool stipendiary magistrate on July 2 for illegally shipping paupers to act as seamen on board the *Adriatic*; whether the owners of the *Adriatic* were liable to a penalty of £20 for each man so shipped; and, if so, whether it was the intention of the Board of Trade to take any steps to enforce that penalty. Sir M. Hicks-Beach, in reply, said: The two men Hoey and Brogan were convicted, not because they supplied paupers, but because they illegally supplied men without first obtaining a licence to supply them from the Board of Trade. Owners are liable to a penalty for employing unauthorised persons to supply seamen. Owing to the absence of the ship and the absconding of Hoey and Brogan, no proceedings can at the moment be taken against the owners for employing them, and a prosecution will depend on the nature of the evidence that can be produced hereafter.

GREAT GRIMSBY BRANCH.

This branch is still progressing onward in its prosperous and uninterrupted career. Naturally its members are sorry to hear of the defeat of their brethren in other ports, but though beaten

this time they are not disgraced, as wages have risen considerably all round from the old standard, and it now behoves us all to rally round the standard of the Union, and make it Phoenix-like arise to greater power and greater triumphs in the future. At the meeting held on Monday, July 1, Mr. A. Wickett, vice-president, in the chair, on the motion of Mr. Chilton, seconded by Mr. Rogers, it was resolved, "That we, the members of the Grimsby branch of N.A.S. and F. Union, all sign the petition to Parliament which has been prepared by the Executive, disapproving of the wholesale importation of foreign seamen, and praying that steps be taken to prevent an influx of such seamen into the Mercantile Marine of the country." Four new members were appointed on the sub-committee to assist in drawing up the bye-laws for the government of the branch. A crew of scabs shipped at Liverpool for a steamer discharging here were got rid of by the captain, and a crew of Union men at the Union rate of wages were shipped in their place, the officers being glad to see their backs, not one of them, it was asserted, being able to steer, though they were in possession of discharges, when shipped, from the *Atlas* (scab floating boarding-house), in the Mersey. It does not require a great amount of intelligence to find out the source from which such documents are obtained when required for such purposes.

HULL.

Mr. Young, who has shewn much ability as secretary to the Great Grimsby Branch, has been appointed secretary for the Humber district, in the room of Mr. Reid, who has left.

SOUTH SHIELDS.

There has just been held here a very largely attended public meeting of sailors and firemen in the Market-place, addresses being delivered from the steps leading up to the Town Hall. Mr. Mansell presided. He said in the agitation for an increase of wages the seamen had won what they sought at the ports on the North-East coast, but the shipowners of Liverpool, a very powerful body, had combined to crush the Seamen's Union. One of the number had said the sailors were paying to the support of an organisation to keep a few lazy men ashore, a statement which had not the slightest truth in it. But if the men were paying 5d. a week out of their pockets for the Union, the organisation had helped to put 6s. and 7s. into their pockets in many cases. The demands of seamen had hitherto had very little recognition, but by union among themselves they would be able to obtain a just and

FAIR REMUNERATION

for their services. Their watchword was therefore "Organise."—Mr. Stanley, secretary of the Tyneside Labourers' Union, moved—"That this meeting pledges itself to support the sailors and firemen on strike in their legitimate endeavours to obtain a fair wage." He said however much the capitalists might decry the leaders of the Seamen and Firemen's National Union, that organisation had in the past 12 months put a million and a half into the pockets of the sailors, and if the strike should not prove successful at Liverpool the men must not lose heart. He instanced the first struggle of the Engineers' Union 30 years ago, and said that though defeated then that Union had since been built up to be one of the most powerful trade organisations in the world. When shipowners were receiving 10, 20, and even up to

60 PER CENT.

on their capital, it was quite a natural thing that the sailors should ask for an increase of a few shillings per week. The present Government, through the Board of Trade, had shewn they were prepared to uphold the tyrannical interests of the shipowners, and it was for the men to protest against the illegal action of the Board of Trade officials in their attempt to supply vessels with crews.—The resolution, which was supported by the secretary of the Blyth Branch of the Union, was carried.—Mr. Kears (Newcastle) moved that they petition Parliament as follows:—"It is humbly submitted that the laws of foreign countries make it impossible for British seamen to obtain employment in the merchant service there with the same freedom as foreign seamen obtain employment in this country, the result being not only that British seamen are

HEAVILY HANDICAPPED

in the competition for employment, but in the event of war the interests of Great Britain would be seriously jeopardised by the small number of British sailors in British ships as compared with the number of foreigners therein employed." Mr.

D. Clement, secretary of the South Shields Branch of the Union, seconded the resolution. The chairman read the following letter, which had been received by Mr. Clement:—

SS. *Busy Bee*, Rotterdam, July 4, 1889.
The Secretary of the Seamen and Firemen's Union.

Dear Sir,—In crossing to Rotterdam in above steamship we were thoroughly surprised at the drunken and riotous behaviour of a number of foreign seamen of the following nationalities: Germans, Swedes, Norwegians, Danes, and Belgians, who came on board as forecabin passengers at Newcastle in a state of semi-intoxication, and continued so during the passage. A number of the crew spent several hours dressing the wounds caused by their riotous conduct amongst themselves. Seeing that foreign seamen have been held up as such paragons for sobriety, and have been frequently shipped in preference to British seamen on account of such worth, it is high time the general public should know the real state of affairs, as witnessed by us.—(Signed) W. W. ALLISON, Newcastle; J. TIGHE, East Jarrow; T. WALTERS, North Shields, saloon passengers.

N.B.—You may use this letter as you think proper.

The resolution was carried unanimously, and the proceedings concluded with a vote of thanks to the chairman.

NEWCASTLE-ON-TYNE.

A meeting of the above branch was held on Saturday, at Lockhart's Cocoa Rooms, the president, Mr. Errington, in the chair. Mr. Brown, solicitor to the Union, addressed the meeting. He said that the seamen had gained a great victory by fair and just means, and they had let the shipowners see that unity was strength, and now that they had got public sympathy with them, as illustrated at the Newcastle demonstration, the sailors would surely win. His motto was "Try, try, try again"; and brave fellows fighting for just rights and liberties must surely win. Alderman Newton, medical officer to the Newcastle Branch, then addressed the meeting, saying he was glad to be among them, for he had been a thorough unionist all his life. He had devoted the whole of his life to the cause of trades' unions, and he sympathised with the brave seamen in their endeavours to obtain by legitimate means a fair rate of wages. He thought that the wages question was not the only one that sailors had to think about. On seeing statistics he was horrified to see that the Board of Trade regulations required only 70 cubic feet for the accommodation of each seaman, while the sanitary authorities allowed 300 cubic feet for every criminal in our gaols or convict establishments. Sailors were apparently thought by Government to be worse than criminals, so far as accommodation was concerned. He wished to be on friendly terms with the whole of the members, and hoped that their acquaintance would be long and lasting and also advantageous both mutually and morally, and that mutual benefits would result. He concluded by subscribing £1 ls. to the appeal to help the sailors in Liverpool. A vote of thanks concluded the meeting.

SUNDERLAND BRANCH.

The above branch held their weekly meeting on the 8th, Mr. Johnson Henderson in the chair, when a number of new members were enrolled. The balance-sheet was then submitted to the branch, shewing that the income had trebled in the last quarter. The auditors reported everything in good order, and that there was every credit due for the way in which the accounts were kept. Mr. Scott moved, and Mr. Jewitt seconded, that the reports of the auditors be accepted. Mr. Henderson then moved a vote of confidence in the Executive Committee, and Mr. G. W. Priest seconded the motion, which was carried unanimously. It was reported that members of the local society were taking the places of the members of the National Union who were standing out for the Union rate of wages. The members of the local society were denounced as scabs, and would have to be treated as such by all good Union men.

MIDDLESBROUGH BRANCH.

At a meeting of the Middlesbrough Branch, it has been unanimously agreed that five members (all of whom were foreigners) be expelled from the Union for signing articles on a vessel at 5s. a month below the Union rate of wages. A petition for presentation to Parliament was adopted by the branch disapproving of the importation of foreign seamen, and praying that steps should be taken to prevent the influx of foreigners into the mercantile marine of this country. It was also resolved that

all seamen should be requested not to join the naval reserve, and that those who were associated with it, and whose time had nearly expired, be requested not to rejoin until the Government had taken some steps to prevent the introduction of foreigners.

GOOLE.

At the Police-court here last Wednesday, Mr. James Hill, secretary of the local branch of the Union was charged with using threats towards C. L. Appleford, clerk in the employ of the Goole Steam Shipping Company. After hearing the evidence, the Bench ordered the defendant to be bound over for one month in the sum of £10. He was further charged with intimidating the same prosecutor, and on his solicitor's election was committed for trial, bail being allowed.

SHIPS SPOKEN.

Adderley, from Pisagua, 97 days, all well, May 29, 10 N, 21 W, by the *Ocean Rover*, at Fleetwood.
Arabella, of Scarborough, outward-bound, all well, July 2, off the Lizard, by the *Ariadne*, from Portland (O.), at Falmouth.
American barquentine, New York to Rio Janeiro, May 24, 18 N, 33 W, by the *Mercur*, at Falmouth.
Argyleshire, of Glasgow, July 3, 18 miles SW of the Needles, by the *Hilda*, at Southampton.
Arina, for London, July 5, 51 N, 14 W, reported by telegraph from Liverpool.
Ayrshire of Glasgow, Cardiff to Alcoa Bay, 28 days, May 25, 7 N, 28 W, by the *Ariadne*, at Falmouth.
Alloney (barque), from Liverpool, bound south, June 25, 9 N, 27 W, by the *Pleiades*, at Southampton.
Arafura (barque), from Shark's Bay, May 4, 21 S, 1 E, by the *John Nicholson*, in the Thames.
A Bristol City Line steamer, bound west, June 26, 49 N, 35 W, reported from Glasgow.
An Allan Line steamer, bound west, July 2, 50 N, 20 W, by the *Augusta Victoria*, at Southampton.
A National Line steamer, Liverpool to New York, July 1, 41 N, 58 W, by the *Aurania*, at Liverpool.
A Red Star Line steamer, steering west, July 4, 48 N, 20 W, by the *British Princess*, at Queenstown.
Barbadian, of Greenock, Java to Cork 100 days, all well, June 30, 49 N, 18 W.
Bay of Naples, London to New York, June 29, 49 N, 8 W, by the *Hurunui*, in the Thames.
Blanche, of Swansea, Liverpool to Santos, July 5, 50 miles NNE of the Smalls, reported by telegraph from Howth.
British Sceptre, Cardiff to Cape Town, June 26, 46 N, 15 W, by the *Linthgowshire*, from Napier, in the Thames.
British Sceptre, of Liverpool, Cardiff to Cape Town six days, all well, June 26, 46 N, 14 W, by the *Ariadne*, at Falmouth.
Burrill, for Rio Janeiro, June 16, 10 N, 27 W, reported from Liverpool.
Birdston (barque), from Glasgow, bound south, June 25, 10 N, 27 W, by the *Pleiades*, at Southampton.
Bristow (barque), of London, Bristol Channel to River Plate, June 29, 48 N, 8 W, by the *Timaru*, in the Thames.
British barque, June 27, lat. 37, long. 74, by the *Santiago*, at New York.
British barque, steering west, all well, June 27, 49 N, 7 W, by the *Hertha*, Gjeruldsen, in the Thames.
Broomhall (barque), of Dundee, Antwerp to New York, June 18, 46 N, 22 W, all well, by the *Kingdom of Sweden*, in the Thames.
Belle of Bath (ship), Liverpool for New York, June 20, 46 N, 41 W, by the *Arizona*, at New York.
Ben Dour in (ship), for Hamburg, July 1, 52 N, 3 E, by the *Gellert*, at Hamburg.
Ben Nevis (ship), Philadelphia to Japan, April 9, 32 S, 27 E, by the *Woolabra*, at Sydney.
British four-masted full-rigged ship, all well, June 4, 13 S, 32 W, by the *Mentor*, Omundsen, at Barbadoes.
British ship (supposed Fleetwood), steering SSW, May 24, 6 N, 25 W, by the *Battle Abbey* (ship), in the Thames.
Camperdown (ship), Cardiff to Rio Janeiro, June 27, 46 N, 12 W.
Carbet Castle (English ship), May 14, 3 N, 25 W, by the *Richard Rickmers*, Bruhn, in the Weser.
City of Glasgow (four-masted ship), bound south, all well, June 26, 30 miles south of Wolf Rock, by the *Planet*, at Newport, Mon.
Charles W. Morse, of New Bedford (whaler), June 4, 36 N, 8 W, with 150 barrels of oil on board, by the *Miriam*, at Cardiff.
Carmico, of Newport, June 30, 47 N, 8 W, both by the *Hesperus*, in the Thames.
Campana (barque), steering west, June 28, 49 N, 4 W, by the *Neapel*, at Cuxhaven.
Cavalier (British barque), Rio Janeiro to Quebec, June 25, on the Line, 31 W, all well, both by *La Plata*, at Southampton.

Charlie Baker, of Yarmouth (N.S.), bound south, June 25, 36 N, 46 W, by the Thuringia s, at Hamburg.

Closeburn, for Brisbane, June 28, 31 N, 18 W—reported by telegraph from Liverpool.

Clydebank, for Mauritius, July 3, off the Lizard, reported from Liverpool.

Copernicus, of Hamburg, Hamburg to Valparaiso 34 days, all well, May 19, 2 S, 28 W, by the Ariadne, at Falmouth.

Crockett, June 6, 13 N, 28 W, by the Llewellyn J. Morse, at Queenstown.

Crown of Italy, all well, June 23, 46 N, 19 W, by the Ocean Rover, at Fleetwood.

Chignecto (barque), of Windsor N.S., bound west, June 27, lat. 40, long. 34, by the Royal Prince s, in Havre Roads.

Clairmont (British barque), London to Mauritius, June 28, 14 N, 27 W.

Cowam (barque), bound east, by the Woollahra, at Sydney.

Douglas (English barque), July 4, 51 N, 13 W—reported by telegraph from Liverpool.

Deucalion, Swansea to Frey Bentos, June 20, 8 S, 34 W, by the J. W. Taylor s, at Liverpool.

Dharwar, of London, steering south, May 25, 13 S, 33 W, by the Lady Lisgar, at Cardiff.

Dundrennan, for Port Louis, May 13, 12 S, 32 W.

Don Enrique, of Liverpool, June 11, 40 N, 38 W—last two reported from Liverpool.

Eliza (barque), of Liverpool, steering W by S, May 30, 18 N, 35 W, all well, by the Battle Abbey (ship), in the Thames.

Ethel (barque), of Portland, June 27, 8 N, 29 W, by the La Plata s, at Southampton.

Endymion, steering south, May 14, 8 S, 32 W, by the Kingdom of Sweden, in the Thames.

English barque, all well, June 29, 46 N, 8 W, by the Speedwell s, at Swansea.

English barque, bound east, July 3, 50 N, 9 W, by the Augusta Victoria s, at Southampton.

English barque, June 19, for Rotterdam, lat. 52, long. 41 W, reported by telegraph from Liverpool.

Evie Reed (American barque), steering south, May 21, 1 N, 29 W, by the Dunedin (ship) in the Thames.

Forest (British barque), St. John (N.B.) to Bantry, reported from New York.

Falls of Afton, for London, June 27, 28 N, 21 W, reported by telegraph from Liverpool.

Freier, for Rhyl, 51 N, 16 W, reported by telegraph from Liverpool.

Great Victoria (ship), of Liverpool, in ballast, bound south, June 27, 47 N, 13 W, by the Miriam (Austrian barque), at Cardiff.

Guy C. Goss (barque), Philadelphia to Japan, all well, June 17, lat. 36, long. 55, reported from New York.

Gerona s, June 9, 51 N, 28 W, by the Nestorian s, at Glasgow.

Gyda, of Arendal, standing to the southward, all well, June 27, 47 N, 11 W, by the Lloyds, in the Thames.

Iodine (British barque), Ivigtut to Philadelphia, June 26, lat. 43, long. 60, by the Montauk s, at New York.

Island (barque), of Tonsberg, steering west, June 21, 45 N, 16 W, by the Kingdom of Sweden, in the Thames.

Jane Slade, of Fowey, bound east, July 2, 50 N, 18 W, by the Trave (s), at Southampton.

Jeannette, for St. Petersburg, June 28, 47 N, 8 W; Jennie Sweeney, for Wilmington, June 8, 37 N, 46 W, both reported from Liverpool.

James Drummond (American ship), New York to San Francisco, all well, June 8, 35 N, 40 W, by the Esplanade, at Falmouth.

James Nesmith (American ship), June 7, 16 N, 25 W, by the Llewellyn J. Morse, at Queenstown.

Kingdom of Saxony, from London, bound south, June 19, 14 S, 36 W, by the Pleiades s, at Southampton.

Lennie Burrill, of Yarmouth (NS), steering south, 10 N, 27 W, by the Teviotdale s, at Glasgow.

Loch Rannoch, of Glasgow, all well, June 17, 46 N, 15 W, by the Thorbecke III., at Cardiff.

Loch Rannoch, for Melbourne, June 27, 28 N, 21 W, reported by telegraph from Liverpool.

Lorraine, for Buenos Ayres, June 27, 28 N, 22 W, reported by telegraph from Liverpool.

Lucipara, for Dundee, June 11, 7 N, 26 W, reported from Liverpool.

Little Secret (schooner), of Fowey, steering north, July 3, 44 N, 42 W, by the Aurania s, at Liverpool.

Lock Shiel (ship), bound west, June 2, 72 miles ESE of Great Cocos Island, by the Harperly s, at Moulmein.

Lake Ontario (British barque), from Concepcion (?), steering north, May 2, 55 S, 58 W, by the Tara naki, in the Thames.

Largo Bay (barque), London to Auckland, all well, May 12, 5 S, 33 W.

Medea (barque), Bally Island 92 days, May 15, 10 S, 12 W, by the Hesperus, in the Thames.

Minnehaha (barque), steering east, all well, June 30, 46 N, 43 W (not as before reported), by the Lord O'Neill s, at Glasgow.

Macduff, for Valparaiso, June 28, 31 N, 18 W, reported by telegraph from Liverpool.

March s, from Whitty, steering SW, July 3, 39 N, 13 W; by the Pleiades s, at Southampton.

Margaret Galbraith, for Dunedin, June 27, 28 N, 21 W, reported by telegraph from Liverpool.

Marion Inglis, for Callao, June 26, 24 N, 25 W, reported by telegraph from Liverpool.

Maud, of Newcastle, bound east, June 26, 56 N, 18 W, by the Siberian s, at Glasgow.

Medea, May 31, 6 N, 23 W; by the Llewellyn J. Morse, at Queenstown.

Mulgrave (British steamer), steering north, July 6, off Burlings, by the La Plata s, at Southampton.

Norcross, for Vancouver, June 17, 8 S, 34 W, reported by telegraph from Liverpool.

Nornen, from Liverpool, bound south, June 25, 9 N, 27 W; by the Pleiades s, at Southampton.

Navarino s, towing two new schooner-rigged vessels, named Nigretia and Africa, steering south, June 24, 46 N, 11 W; by the Dunedin (ship), in the Thames.

Parramatta (barque), of St. John (N.B.), steering west, June 27, 39 N, 69 W, by the British Princess s, at Queenstown.

Pass of Leny (barque), from Glasgow, bound south, June 26, 14 N, 26 W, by the Pleiades s, at Southampton.

Pearl, for Liverpool, June 9, 1 N, 30 W, both reported from Liverpool.

Plutarch, of Arendal, steering WSW, July 5, Ushant bearing SE by S, distant 25 miles, by the Labarouere s, Lowther, at Cardiff.

Poseidon, for Melbourne, May 25, 6 N, 26 W.

Pegasus (English ship), May 16, 5 N, 25 W, all well, by the Nostra Madra (Italian barque), at Greenock.

Pendragon (ship), Pisagua to Falmouth, May 28, 2 S, 31 W, by the Linlithgowshire, in the Thames.

Rance (schooner), July 6, 47 N, 9 W, reported by telegraph from Liverpool.

Riverside (ship), from Liverpool, bound south, June 19, 15 S, 37 W, by the Pleiades s, at Southampton.

Saro Caino, for Hartlepool, July 3, 50 N, 22 W, reported by telegraph from Liverpool.

Selkirk, New York to Yokohama, all well, May 18, 23 S, 37 W, by the Gatacre (British ship).

South Tyne, 41 N, 9 W, by the Lusitania s, at Plymouth.

Sobroan (ship), steering east, all well, July 2, 49 N, 13 W, by the Colorado s, at Portland.

Social (brig), of Fayal, Fayal for the Grand Banks 16 days, lat. 44, long. 40, by schooner John Smith.

Soudan (ship), of Liverpool, steering SW, July 3, 4 p.m., by the Oriental s, at Plymouth.

Saale s, Southampton to New York, July 6, 49 N, 21 W, by the Fulda s, at Southampton.

Silicon (barque), Ivigtut to Philadelphia, June 26, 143 miles east of Sandy Hook, reported from New York.

Southgate (British steamer), steering SW, June 30, 20 N, 24 W, by the La Plata s, at Southampton.

S. W. Kelly s, steering SW, July 2, 35 N, 15 W, by the Pleiades s, at Southampton.

Tayworth Castle (?) (ship), from New York 21 days, steering NE, June 6, 33 N, 30 W, by the Dunedin (ship), in the Thames.

Thibse s, June 21, 7 S, 32 W, by the Pleiades s, at Southampton.

Torridon, London to Sydney, June 5 (? July 5), 43 N, 11 W, by the J. W. Taylor s, at Liverpool.

Voyager (ship), of New York, New York to San Francisco, bound south, May 24, 6 N, 24 W, all well, by the Dunedin (ship), in the Thames.

Virginia, of Maine, June 14, 5 N, 23 W, reported from Liverpool.

Waitangi (ship), London to New Zealand, 7 days, June 27, 46 N, 12 W, by the Hesperus, in the Thames.

William Cochran (British barque), Antwerp to New York, June 26, lat. 41, long. 65, reported from New York.

Yallaro, for Sydney, 15 N, 26 W, reported from Liverpool.

AT Plymouth Robert Reuben Bishop has been summoned that he, being the master of the steamship *Lindisfarne*, exempted from pilotage, then navigating within the Plymouth pilotage district, did unlawfully employ an unqualified person to pilot her, one Charles Little, after Charles Sheldon, a qualified pilot, had offered to take charge of her. It was alleged that Little had boarded the vessel in the Sound and brought her up to the Cattewater, and that, coming into the Cattewater, the steamer grazed on the Mallard Shoals, and Little called out to the tug *Trevanno* to tow her bow off. When nearing the moorings, she again grazed the mud off Deadman's Bay, and the tug was again called into requisition. On the other hand, it was deposed that the captain navigated the ship all the way up to her berth, and that the crew did not receive any orders but from him. The Mayor said pilots were put to the expense of passing examinations, keeping a cutter, &c., and they were the proper persons to navigate a vessel. In this case, however, the evidence was not sufficient to warrant a conviction.

THE well-known German explorer, Dr. Zintgraff, who started from Berombi, a station further inland than Cameroons, for Adamana, has not been heard of for eight months, and it is feared he has fallen a victim to his enterprise.

SEAFARING DISASTERS.

Alice A. Leigh, which stuck in launching at Whitehaven on Monday, got off and docked with assistance of tugs.

Aurora. A cablegram from Buctonche, New Brunswick, states: *Aurora* abandoned last night; crew saved.

Alvans, of Aberdeen, was being shifted by means of a rope from river Thames, Church Hole Tier, to Hanover Hole Tier, when her stern took ground, causing her to swing round athwart the tide, and remained.

Afghan. A telegram from Newcastle, N.S.W., states that the *Afghan* s, has sunk alongside the wharf. She was bound from Newcastle to Java laden with coals, but was expected to be got aloft the following day, as the water where she sank was not very deep.

Alliance. Lloyd's agent at Bahia telegraphs July 10: *Alliance* s, belonging to the United States and Brazil Mail Steamship Company, from Pernambuco, while at sea, a fire broke out on board. The fire has been extinguished. Damage serious. Jettisoned a portion of cargo.

Ashford s, at Sunderland. The master reports: On the 9th inst., when at Wearmouth Drops, *River Wear* being towed up ran into and damaged *The Belmont* s, of Sunderland, but received no damage to herself. *The Belmont* had starboard lifeboat smashed, davits bent, &c.

Bonnie Princess, passenger s, for Llandudno, grounded at the entrance to Rock Channel, but soon floated off.

Belmont, see *Ashford*.

City of Cadiz. A telegram from Swansea, July 6, reports: *City of Cadiz* s, in changing docks collided with the quay and damaged her bow.

Carl Ranthens. Telegram from Tunis states: *Carl Ranthens*, British s, from Kustendje, grounded at Punta Secca Bizerta, but got off after jettisoning some cargo and proceeded.

City of Belfast. Lloyd's agent at Gibraltar telegraphs July 8: *City of Belfast*, British s, Nicolaieff for Rotterdam, is detained with machinery slightly deranged.

Countess of Derby, of Runcorn, in beating in entrance of bar at Ringsend grounded close to the North Bull lighthouse. With assistance of *Integrity* tug, was towed off. No damage to vessel or cargo.

Cleveland. Telegram from Lloyd's agent at Gibraltar states that the British s *Cleveland* broke her main shaft June 30 off Iviza, and sent a boat July 2 with chief officer and four of crew to Algiers for assistance.

Craiglands (British s), Middlesbro' for Cronstadt, coke and iron, has been towed into Gothenburg by the British s *Avia* with her crank shaft broken.

Dorothy Watson, schooner, Cork for Newcastle (timber), ashore near Sunderland. Crew saved. Vessel probably float.

Darid s, of London, for Philadelphia, docked in Roath Dock, after being ashore near Portsmouth, and after discharging bunkers will go on to the pontoon.

Elaine s, before reported towed into Milford Haven disabled, leaves in tow for Bristol.

Elizabeth. Lloyd's agent at Eyemouth telegraphs: *Elizabeth* s, from Middlesbro' to Leith, with salt, arrived leaky; men engaged work pumps.

Gazelle. Lloyd's agent at Llanelli telegraphs, July 10: *Gazelle* s, bound for Dieppe, laden with coals, going out grounded outside the Breakwater Lighthouse on Sand Spit, and remained aground, when she was towed off and proceeded.

Guido s, in Sandon Dock, Liverpool. A fire occurred in the bunker, but was extinguished in about three hours.

Hyacinth, yawl yacht, put into Dover with loss of bowsprit, topmast, crossrees and damage to rigging.

Hindoo. Lloyd's agent at Melbourne telegraphs, July 6: *Hindoo*, from Hamburg, went ashore, but was got off with assistance; 400 tons of cargo discharged.

Ismyr (brigantine), of North Shields, collided with the *Kate Fawcett*, of London, at North Shields, doing considerable damage. The former was loaded, and is making water. All head-gear carried away.

Kate Fawcett, see *Ismyr*.

The Kinghorn s, in leaving dock at Aberdeen, July 7, grounded, and remained 10 minutes, but afterwards proceeded.

Lena. A telegram from Kertch, dated July 9, reports: *Lena*, of Sunderland, has grounded at the Breakwater.

Lemuria. Cablegram from Quebec states: *Lemuria* British s, from Havana, &c., is ashore at Matane, damaged, and making water.

Mary A. Greenwood. Telegram from Pernambuco states: *Mary A. Greenwood* (United States barque), New York for Brisbane, has gone ashore at Natal (Brazil). No further particulars.

Mount Baivey. Lloyd's agent at Teignmouth telegraphs: *Mount Baivey* (schooner), of Plymouth, stranded on Teignmouth Point; remained all night; lightened her 30 tons; a tug has since succeeded in getting her off.

Matabele. A telegram from Portland Bill Signal-station states: *Matabele* s, of Aberdeen, London for Natal, grounded on the Shambles July 4, but has since been towed off by tugs (no agreement), and is now alongside the coal bulk, coaling.

Mary. *Palatine* s, British, arrived at Malta from Shields; signalled: Passed *Mary*, British vessel,

Belfast, aground in lat. 37.20 N, long. 9.41 E, a steamer is with her.

Neophyte, from Quebec, when off Point Lynas, a fire broke out in the cabin of the vessel, doing considerable damage.

Planet s, of London, from Decido to Newport, Mon., laden with iron ore, when off Trevoze Head, on 4th inst., cylinder cover broke, and the steamer proceeded under one engine, and afterwards engaged a tug to tow her to Newport, where she arrived all well July 8.

Port Victor. Lloyd's agent at Brisbane telegraphs July 8: *Port Victor* s, Newcastle for Java, with coal, has gone ashore at Cape Direction, jettisoned a portion of cargo and got off, and has since passed through the Straits.

Princess Henrietta. Lloyd's agent at Dover telegraphs: *Princess Henrietta* s, safely arrived in tow at Ostend.

Republic. Lloyd's agent at Valparaiso cables: *Republic*, United States ship, laden with nitrate, has put into Valparaiso making water.

South Cambria s, of Cardiff, laden with coal, which sailed from Cardiff July 8 detained in the Roads, her machinery having broken down.

Susan s, in Trafalgar Dock, Liverpool. A fire broke out in the coal bunkers on board this vessel, but was soon extinguished.

S. T. Telegram from Capetown states British barque, *S. T.*, has been totally wrecked at Port Nolloth.

Savdringham s, of Lynn, from Boston, Lines., for Hamburg, with general cargo, whilst proceeding to sea stranded on Dog's Head Sand, off Skegness, but floated the following tide, and went to sea apparently uninjured; wind and sea perfectly calm.

Thomas Parkers, of Sunderland, when leaving Limerick, struck the pier and damaged two plates. She will dock at Cardiff for repairs.

Victoria. Telegram from Milford Haven states: *Ketch Victoria*, of Bridgewater, Waterford for Newport, Mon. (railway iron), sprung a leak and foundered eight miles south-east of Grassholm Island. Crew saved.

Vessel. *Tynedale* (steam trawler), arrived in the Tyne; the master reports having passed a vessel's deck rail painted blue, evidently not been long in the water and dangerous to navigation; ship's longboat found off Cullercoats, no name.

William Coulman s, previously reported sunk alongside Philadelphia Pier, has been raised, and all the water has been pumped out.

Waschusett. A cablegram from Lima states that the *Waschusett* (United States ship), from Iquique for New York, has put into Lima leaky.

Wreck. The *Dacca* s, from London, at Malta, reports: On July 2, in lat. 37 N, observed a wreck. Stopped and lowered a boat, in which the chief officer and carpenter surveyed the wreck, which was floating with stern up; no name; painted white; supposed to be about 130 tons; fore and aft rigged, with two masts; and for safe navigation she was scuttled, and left slowly sinking.

HOMEWARD BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

Araucaria s, left Monte Video June 13—for Liverpool
left Pauline July 9
Arizona s, left New York July 3—for Liverpool
Atlantic s, left New York July 3—for Liverpool
Ashantee, O'Brien, clrd at Picot June 25—for Liverpool
Anchises s, left China—for London
left Malta July 6
Agamemnon s, left China—for London
left Perin July 4
Algburth, Dowling, left Calcutta June 11—for London
Assyrian s, left Quebec July 7—for London
Antonieta B Ogno, clrd at Trinidad June 13—for London
Aldebaran, Olsen, clrd at Trinidad June 11—for London
Arete, Tusker, left Iquique May 4—for Falmouth
Asia, Christiansen, left Quebec July 1—for Greenock
Alcides s, left Montreal July 2—for Glasgow
Adderley, Hains, left Pisagua Feb 19—for Channel
spoken May 22, 2 N, 26 W
Augusta, Holten, left Barbadoes June 21—for Bristol
Angerton s, left St. John July 5—for Fleetwood
left North Sydney July 8
Apollo s, left Bombay June 13—for Hull
left Suez July 7
Arctic Stream, Owen, left San Francisco July 9—for London
donderry
Alma, Baker, clrd at Quebec June 24—for Sunderland
Brankelow s, Stewart, left Manila May 29—for Liverpool
left Port Said July 8
Brunswick s, left Maranham July 4—for Liverpool
Britannia s, left Montevideo July 5—for Liverpool
Benin s, left Lagos July 9—for Liverpool
Breconshire s, left Singapore June 2—for London
left Malta July 6
Bombay s, left Singapore—for London
left Marseilles July 8
British Empire s, left London July 6—for London
Britannia s, left Calcutta June 12—for London
left Aden July 8
Bannockburn, Benson, left Calcutta June 15—for London
Blanda, Frapp, left Kappara May 9—for Glasgow
Birgitte, Ipsen, left Rio Janeiro June 16—for Falmouth
Ballochmyle, Tait, left Bassein July 5—for Channel
Bampton s, left Galle June 25—for U Kingdom
left Aden July 9
Buffalo s, left New York July 6—for Hull
Calabar s, left Sierra Leone June 26—for Liverpool
left Grand Canary July 3
City of Agra s, left Calcutta June 29—for Liverpool
left Colombo July 4
City of Berlin s, left New York July 3—for Liverpool
Cufic s, left New York July 7—for Liverpool

Clan Fraser s, left Madras May 27—for London
left Ushant July 8
Clan Mackenzie s, left Calcutta June 5—for London
left Suez July 4
Clan Macintosh s, left Calcutta June 16—for London
left Aden July 5
Clan Cameron s, left Madras—for London
left Colombo July 6
Clan Matheson s, left Calcutta July 3—for London
left Madras July 9
Carthage s, left King George's Sound July 5—for London
Clare s, left Madras July 6—for London
left Galle July 9
Clythe, Rive, clrd at Trinidad June 11—for London
Courant s, left Quebec June 24—for Greenock
Critic s, left New York July 5—for Leith
Cathrine, Paulsen, left Paysandu June 1—for Channel
Clara, Trembeth, left Rio Grande June 1—for Channel
Craigton s, left Rangoon June 5—for U Kingdom
Carl Haasted, left Port Blakeley June 18—for U Kingdom
Clarence S Bement, left Astoria March 16—for U Kingdom
Countess of Dufferin, Doble, left Miramichi June 30—for
Bowling
Duke of Argyle s, left Calcutta June 26—for London
left Madras July 5
Dora s, left Pensacola July 7—for London
Dracena s, left Montreal July 6—for Avonmouth
Dominion s, left Quebec July 5—for Bristol
Ellise Linck, Falcke, left Parsboro July 3—for Liverpool
Erin s, left New York July 6—for London
Edina, Matthews, left Minatitan May 15—for Falmouth
Elizabeth M'Lea, Bate, left Rio Grande June 1—for Falmouth
Exe s, left Bangkok May 28—for U Kingdom
left Suez June 28
Kliezer, Halvosen, left Frev Bontos May 22—for Channel
Eurydice, clrd at St John, NB, June 24—for Belfast
Elise, Kydesen, left Montreal June 24—for Bristol
Erminia C, Rocca, left Savannah June 29—for Hull
Fremona s, left Montreal July 6—for London
Frej, left Salt River, J, June 2—for Queenstown
Frans, Holmberg, left Savannah-la-Mar June 5—for Falmouth
Festina Lente, Omundsen, left Quebec July 4—for Greenock
Felicitas, Jones, left Bangor, Me, July 3—for Greenock
Familien, Nielsen, clrd at Maracaibo June 3—for Channel
Formica, Mathie-on, left Bangkok May 13—for Channel
Eleanor Margaret, Fischer, left San Francisco July 5—for Channel
Francis Thorne, Cormack, left Puget Sound March 11—for Cork
Friedrich, Hansen, clrd at St John, NB, June 7—for Fleetwood
left Halifax June 21
Florida, Larssen, clrd at Belize June 14—for Fleetwood
Forest, Perry, clrd at St John, NB, June 20—for Bantry
Gulf of Akaba s, left Coronel May 20—for Liverpool
left Madeira July 8
Gulf of Corcovado s, left Callao June 11—for Liverpool
left Coronel June 30
Gulf of Papua s, left Callao June 11—for Liverpool
left Coronel July 7
Gulf of Aden s, left Coronel June 17—for Liverpool
left Rio Janeiro July 8
Glenmorven s, left Manila July 3—for Liverpool
Gallia s, left New York July 3—for Liverpool
Glenavna Park, M'Murtry, left Barbadoes July 11—for
Liverpool
Gulf of Venice s, left Penang June 20—for London
left Perin July 9
Gloria, Meyer, left Fremantle March 9—for London
passed Ascension May 15
Glamorganshire s, left Wousung June 4—for London
left Malta July 7
Glenfalloch s, left Hong Kong June 22—for London
left Penang July 5
Glenorchy s, left Manila July 6—for London
Golden Horn Shimmim, left Saigon July 8—for United
Kingdom
Guiseppina Bertollo, left Lobos de Afuera July 5—for
United Kingdom
Handel s, left Monte Video June 19—for Liverpool
left Pernambuco July 5
Haytian s, left New Orleans July 4—for Liverpool
Harbinger s, left Montreal July 7—for Liverpool
Huzara s, left Bombay June 25—for London
left Kurrachee July 4
Hesperia s, left Calcutta July 4—for London
Herman Becker, Liedke, left St. Lucia—for Falmouth
Henley s, left Moulmein June 9—for Glasgow
left Aden July 4
Hannah Landles, Nicol, left Cochín July 6—for U Kingdom
Hermanns, Wittenburg, left Bankok prior to July 6—for
Channel
Hecla, left Quebec June 22—for Dublin
Horn Head s, left Calcutta June 29—for Hull
left Colombo July 6
Ionic s, left Wellington May 30—for London
left Teneriffe July 5
Ida Hughes, left Frey Bontos May 1—for Channel
left Monte Video May 10
Ixia s, left New York July 3—for Hull
Juno, left Quebec June 24—for Liverpool
Janet Court, Hower, left Probolinggo March 4—for Channel
spoken May 14, 31 S, 14 E
Janet M'Niell, Jones, left Carrizal Bajo March 11—for
U Kingdom
J T Smith, left Brunswick, Ga., June 25—for Bristol
Kirklands, left Manila June 4—for Liverpool
left Aden July 8
Karamania s, left Bombay June 25—for Liverpool
left Kurrachee July 3
Kansas s, left Boston July 9—for Liverpool
Kirby Hall s, left Bombay July 10—for Liverpool
Katabidhi, Thompson, clrd at Singapore Feb 16—for
London
spoken May 6, 2 N, 93 W
Khedive s, left Calcutta—for London
left Aden July 9
Lake Ontario s, left Quebec July 2—for Liverpool
Lochee, Paton, left Calcutta July 4—for London
Laju s, left Bangkok July 10—for London
Liguria s, left Adelaide July 3—for London
Lyn, Kraase, clrd at Trinidad June 11—for London
Laura Emma, Blowey, clrd at Rio Grande do Sul June 5—for
Falmouth
Lord Warwick s, left St John, NB, July 8—for Glasgow
Lake Erie, Fulham, left Pisagua March 7—for U Kingdom
Lake Ontario, M'Kie, left Taleahuana April 10—for U
Kingdom
spoken May 2, 55 S, 58 W
London, Craigie, left Pisagua March 16—for Channel
spoken May 25, 3 S, 30 W
Lieutenant Maury, left Puerto Cabello July 1—for Swansen

Mandalay s, left Singapore May 18—for Liverpool
left Malta July 4
Merton Hall s, left Bombay June 14—for Liverpool
left Malta July 6
Michigan s, left Boston July 3—for Liverpool
Macquarie, Goddard, left Sydney March 2—for London
left St Helena May 28
Mira s, left Calcutta June 13—for London
left Suez July 7
Massilia s, left King George's Sound June 21—for London
left Aden July 8
Maine s, left Baltimore July 6—for London
Merkara s, left Brisbane July 9—for London
Mizpah, Christoffersen, left St. John, NB, July 2—for
Londonderry
Mette, Thorgersen, left Rio Grande June 3—for Falmouth
Montgomeryshire, Hughes, left Bassein March 31—for
Channel
spoken June 8, 19 S, 3 W
Mandalay s, left Quebec July 3—for Belfast
Maria Stoneman, clrd at St John, NB, June 24—for London-
derry
Martha Fisher, left Astoria May 19—for Londonderry
Nubia s, left Singapore June 23—for London
left Colombo July 8
Navigator s, Woodcock, left Calcutta May 25—for London
left Gibraltar July 6
Nile, Gilmore, left Calcutta Feb 3—for Dundee
spoken May 11, 23 S, 4 E
Nelson, left Quebec June 24—for Sunderland
Napoleon III, left Quebec June 24—for West Hartlepool
Nellie Moody, Sobran, left Buenos Ayres June 12—for
Yarmouth
Oceana s, left King George's Sound June 7—for London
left Malta July 4
Oroya s, left Adelaide June 11—for London
left Naples July 9
Orizaba s, left Adelaide June 24—for London
left Colombo July 9
Orestes s, left China—for London
left Perin July 6
Oopack s, left China—for London
left Colombo July 6
Ocean Swell, left River Plate June 25—for U Kingdom
Ocean, left Quebec June 24—for Maryport
Orinoco s, left Barbadoes July 9—for Southampton
Pavonia s, left Boston July 6—for Liverpool
Perin s, left Bangkok May 27—for Liverpool
left Malta July 8
Port Denison s, left Penang June 1—for London
left Gibraltar July 7
Pacific, Ottmann, left Callao April 16—for Falmouth
Poposo, Klepper, left Iquique April 16—for Falmouth
Pergamon, left Iquique April 16—for Falmouth
Pegu s, left Rangoon June 20—for U Kingdom
left Aden July 8
Princess Alexandra, left Quebec June 24—for Greenock
Port Phillip s, left Galle May 30—for U Kingdom
left Gibraltar July 7
Plymouth Rock, Roasted, clrd at Quebec June 25—for
Belfast
Palermo, Walker, left Buenos Ayres June 11—for Yar-
mouth
Queen Victoria, Holmes, left San Francisco July 4—for U
Kingdom
Rufford Hall s, left Kurrachee June 25—for Liverpool
left Suez July 8
Ruapehui s, left Wellington June 13—for London
left Rio Janeiro July 5
Ravenna s, left Calcutta—for London
left Marseilles July 8
Rewa s, left Calcutta June 24—for London
left Colombo July 2
Romila s, left Shanghai—for London
left Bombay July 3
Rialto s, left Boston July 3—for London
Roslin Castle s, left Cape Town July 3—for London
Richmond Hill s, left New York July 6—for London
Respit, Jensen, clrd at Bahia June 15—for Cardiff
Ricordo, Simonette, clrd at Pensacola June 24—for
Penarth
St Oswald s, left Bussein June 16—for Liverpool
left Perin July 8
Sobraleuse s, left Para July 2—for Liverpool
via Havre
Son Deo Gloria, Abendroth, clrd at Savannah, Ga, July
25—for Liverpool
Sumatra, left San Francisco June 22—for Liverpool
Sherbro s, left Sierra Leone July 9—for Liverpool
Sirius s, left New York July 3—for Liverpool
Sutlej s, left Shanghai—for London
left Suez July 7
Sarpedons, left China—for London
left Gibraltar July 6
Serimner, Hravig, clrd at Singapore June 6—for London
Savoja, Giuseppe, clrd at Singapore June 10—for London
Sidon, left Milk River, J, May 27—for Queenstown
Sophia, Ohman, left Quaschim May 25—for Channel
Salem, Florenas, left Frey Sontos May 25—for Channel
Strathendrick, left St John's, NF, June 18—for Bristol
St Joseph, Thomas, clrd at Quebec June 25—for Fwood
Sarah A Dudman, left Salt River, J, June 5—for Goole
Sara, Hust, clrd at Sheet Harbour June 1—for Swansea
Traveller s, left Monte Video July 3—for Liverpool
via Bahia
The Queen s, left New York July 4—for Liverpool
Try, Krentz, clrd at Parrsboro June 21—for Liverpool
Taroba s, left Brisbane June 10—for London
left Colombo July 5
Tanaya, Bungle, left Iquique May 1—for Falmouth
Tintin, Olsen, clrd at Quebec June 25—for Belfast
Umbria s, left New York July 6—for Liverpool
Ursa s, left Calcutta June 7—for London
left Suez July 7
Virginian s, left Boston July 3—for Liverpool
Varuna, Gardner, clrd at New York June 24—for Liver-
pool
Vancouver s, left Quebec—for Liverpool
passed Father Point July 4
Vesta s, left Montreal July 6—for Liverpool
Voldrofte, Lohmann, left Rio Grande do Sul June 1—for
Falmouth
Van den Bergh, Rehberg, clrd at Wilmington, NC, June 21
—for Glasgow
Wilhelm Ludwig, Sundby, left Point du Chene June 18—
for Liverpool
West Indian s, left New Orleans July 5—for Liverpool
Wisconsin s, left New York July 8—for Liverpool
Wilhelm, Freese, clrd at Rangoon Feb 23—for Channel
left St. Helena May 30
Wilhelm Anton, Hahagen, left Java June 22—for Channel
Wasa, Olssen, left Frey Bontos May 25—for Channel
Zephyrus s, left Monte Video June 18—for Liverpool
left St. Vincent July 5

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